

Attachment A2(h)(ii)

**Urban Design Study – 7 Appendices – Part
2 – Botany Road Precinct**

7.3 Urban Design Options - Built Form and Solar Testing

7.3.1 Urban Design Amalgamated Options - Solar Testing

AMALGAMATED OPTIONS - SOLAR 3D - ROSEHILL SITE



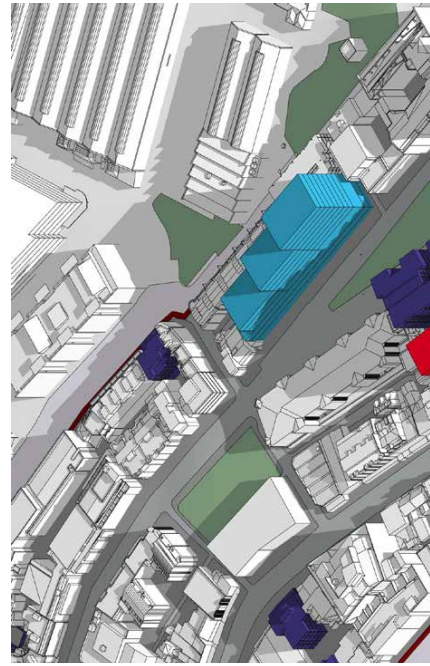
EXISTING - ROSEHILL SITE - 9am 21 JUN



EXISTING - ROSEHILL SITE - 10am 21 JUN



EXISTING - ROSEHILL SITE - 11am 21 JUN



OP1 - ROSEHILL SITE - 9AM 21 JUN



OP1 - ROSEHILL - 10am 21 JUN



OP1 - ROSEHILL - 11am 21 JUN



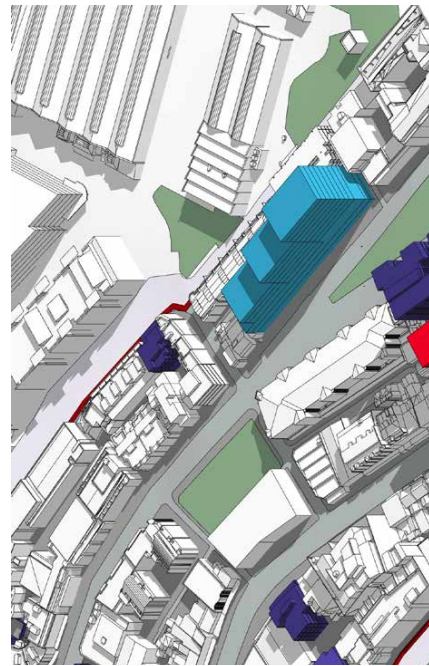
EXISTING - ROSEHILL SITE - 12pm 21 JUN



EXISTING - ROSEHILL SITE - 1pm 21 JUN



EXISTING - ROSEHILL SITE - 2pm 21 JUN



OP1 - ROSEHILL SITE - 12pm 21 JUN



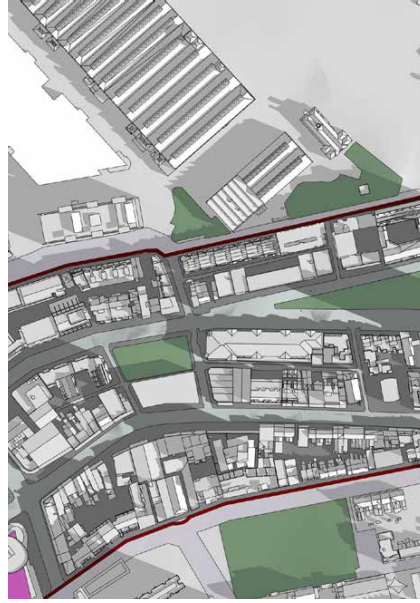
OP1 - ROSEHILL SITE - 1pm 21 JUN



OP1 - ROSEHILL SITE - 2pm 21 JUN



EXISTING - ROSEHILL SITE - 3pm 21 JUN

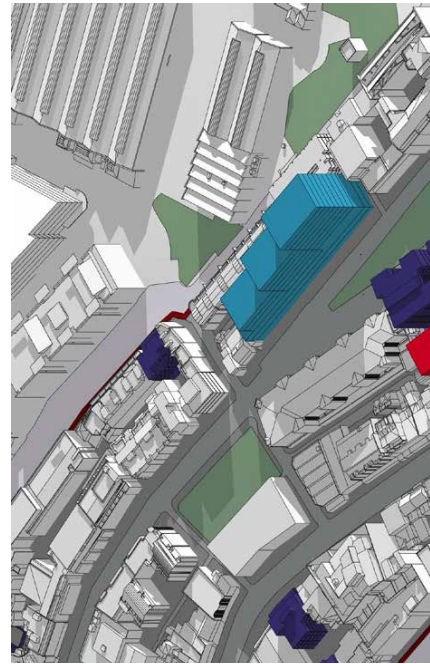


EXISTING PLAN- ROSEHILL SITE - 9am 21 JUN

A03.5 AMALGAMATED OPTIONS - SOLAR - PLAN - ROSEHILL SITE



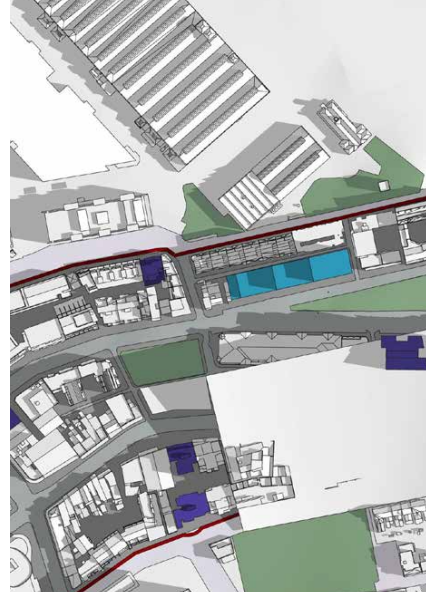
OP1 PLAN - ROSEHILL SITE - 9am 21 JUN



OP1 - ROSEHILL SITE - 3pm 21 JUN



EXISTING PLAN- ROSEHILL SITE - 10am 21 JUN



OP1 PLAN - ROSEHILL SITE - 10am 21 JUN



EXISTING PLAN - ROSEHILL SITE - 11am 21 JUN



EXISTING PLAN - ROSEHILL SITE - 12pm 21 JUN



EXISTING - ROSEHILL SITE - 1pm 21 JUN



OP1 PLAN - ROSEHILL SITE - 11am 21 JUN



OP1 PLAN - ROSEHILL SITE - 12pm 21 JUN



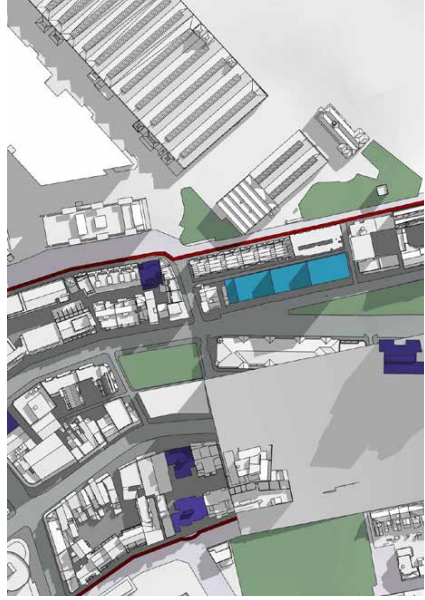
OP1 PLAN - ROSEHILL SITE - 1pm 21 JUN



EXISTING - ROSEHILL SITE - 2pm 21 JUN



EXISTING - ROSEHILL SITE - 3pm 21 JUN



OPT PLAN - ROSEHILL SITE - 2pm 21 JUN



OPT PLAN - ROSEHILL SITE - 3pm 21 JUN

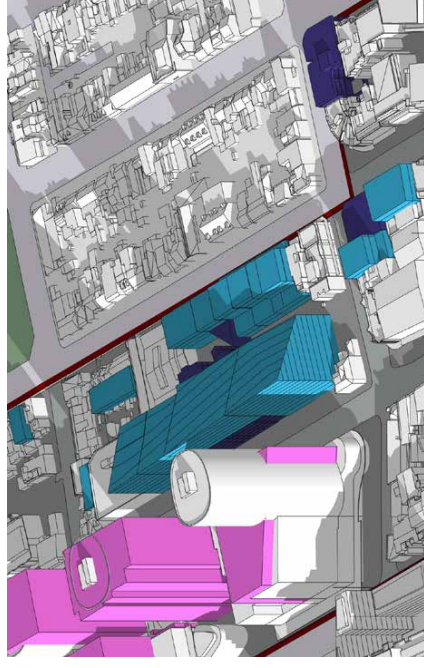
A03.9 AMALGAMATED OPTIONS - SOLAR 3D - WATERLOO QUARTER - FROM EAST



EXISTING - WATERLOO STATION - 9am 21 JUN



OP1 - WATERLOO STATION - 9am 21 JUN



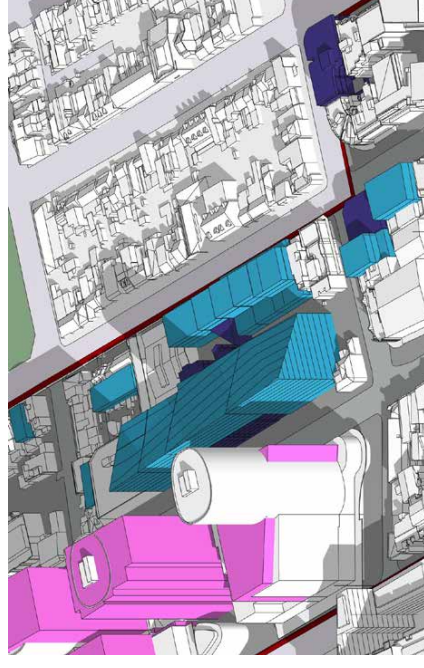
OP2 - WATERLOO STATION - 9am 21 JUN



EXISTING - WATERLOO STATION - 10am 21 JUN



OP1 - WATERLOO STATION - 10am 21 JUN



OP2 - WATERLOO STATION - 9am 21 JUN

A03.10 AMALGAMATED OPTIONS - SOLAR 3D - WATERLOO QUARTER - FROM EAST



EXISTING - WATERLOO STATION - 11am 21 JUN



OP1 - WATERLOO STATION - 11am 21 JUN



OP2 - WATERLOO STATION - 11am 21 JUN



EXISTING - WATERLOO STATION - 12pm 21 JUN

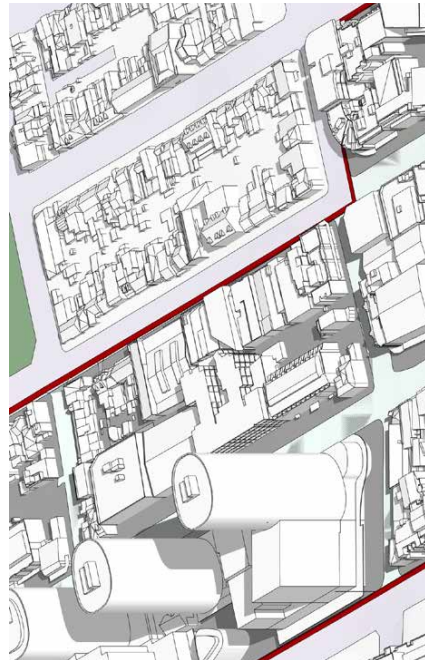


OP1 - WATERLOO STATION - 12pm 21 JUN



OP2 - WATERLOO STATION - 12pm 21 JUN

A03.11 AMALGAMATED OPTIONS - SOLAR 3D - WATERLOO QUARTER - FROM EAST



EXISTING - WATERLOO STATION - 12:30 pm 21 JUN



OP1 - WATERLOO STATION - 12:30 pm 21 JUN



OP2 - WATERLOO STATION - 12:30 pm 21 JUN



EXISTING - WATERLOO STATION - 1pm 21 JUN

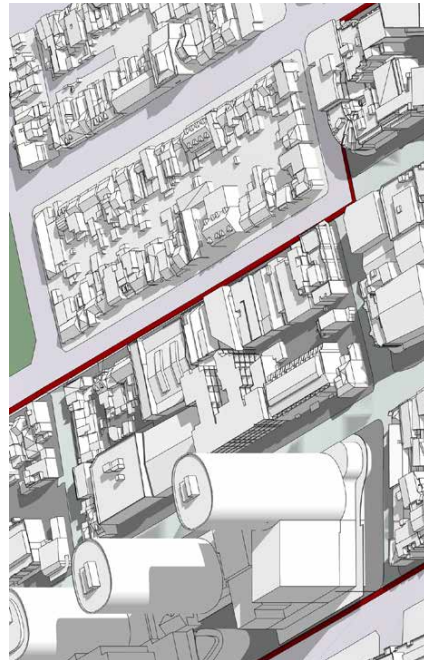


OP1 - WATERLOO STATION - 1pm 21 JUN



OP2 - WATERLOO STATION - 1pm 21 JUN

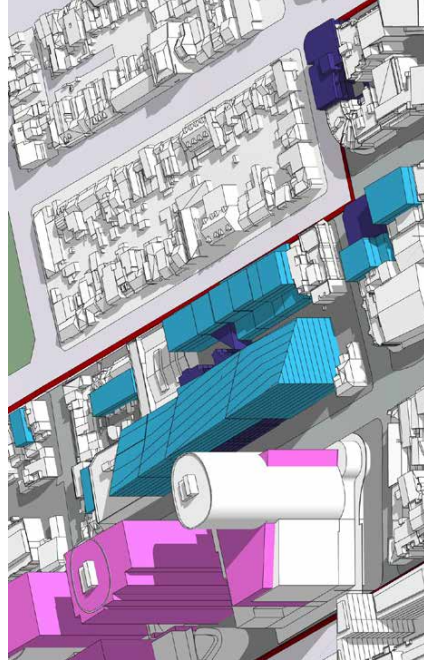
A03.12 AMALGAMATED OPTIONS - SOLAR 3D - WATERLOO QUARTER - FROM EAST



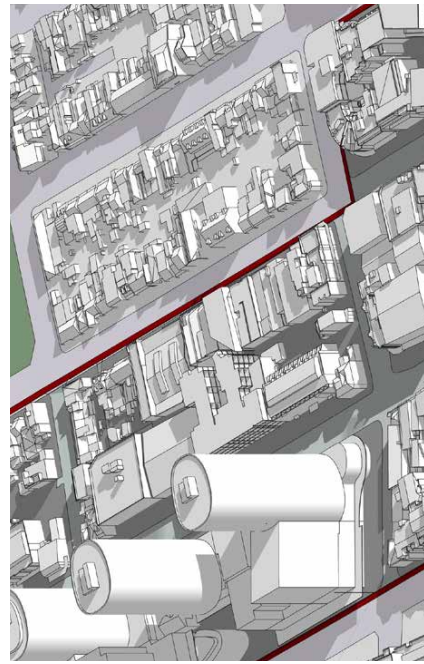
EXISTING - WATERLOO STATION - 2pm 21 JUN



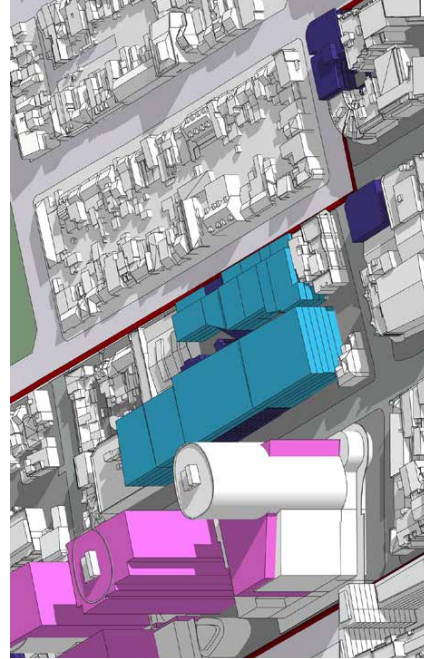
OP1 - WATERLOO STATION - 2pm 21 JUN



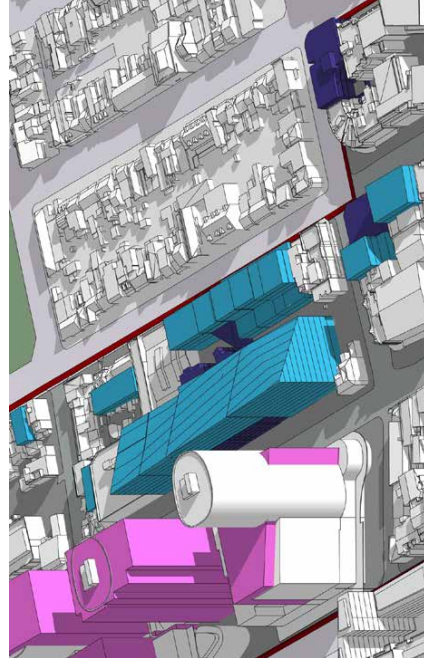
OP2 - WATERLOO STATION - 2pm 21 JUN



EXISTING - WATERLOO STATION - 3pm 21 JUN

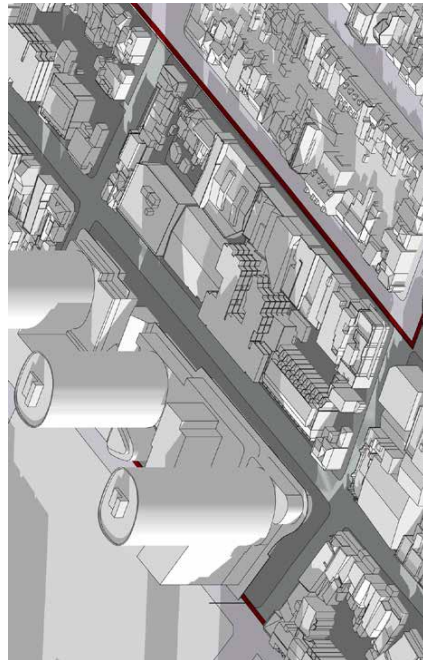


OP1 - WATERLOO STATION - 3pm 21 JUN

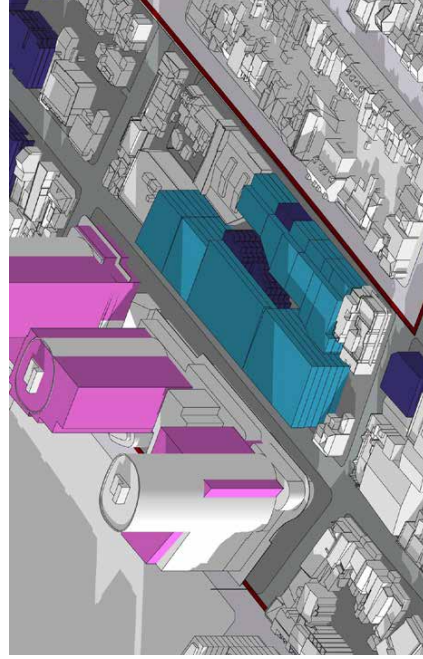


OP2 - WATERLOO STATION - 3pm 21 JUN

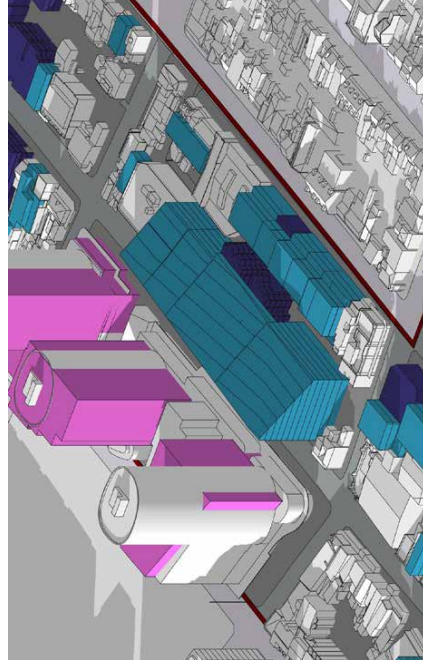
A03.13 AMALGAMATED OPTIONS - SOLAR 3D - WATERLOO QUARTER - FROM WEST



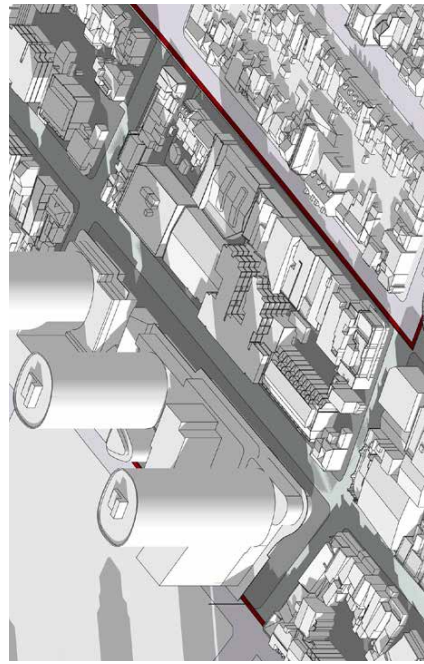
EXISTING - WATERLOO STATION - 9am 21 JUN



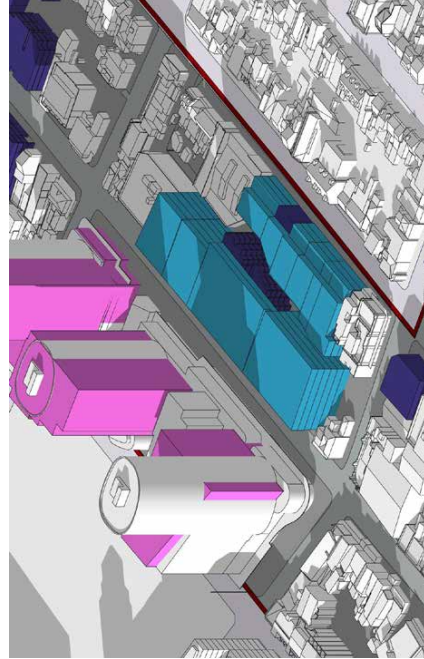
OP1 - WATERLOO STATION - 9am 21 JUN



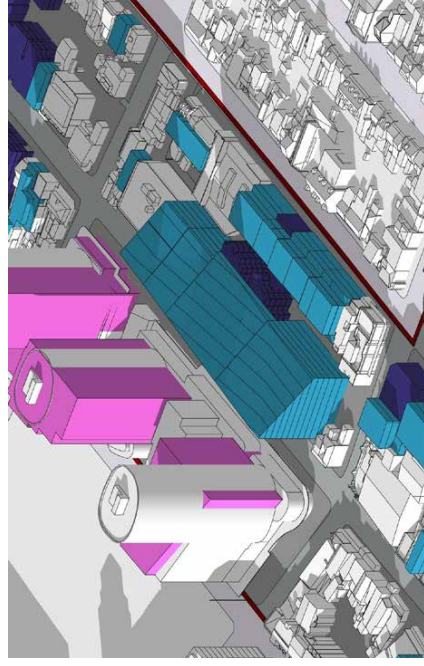
OP2 - WATERLOO STATION - 9am 21 JUN



EXISTING - WATERLOO STATION - 10am 21 JUN

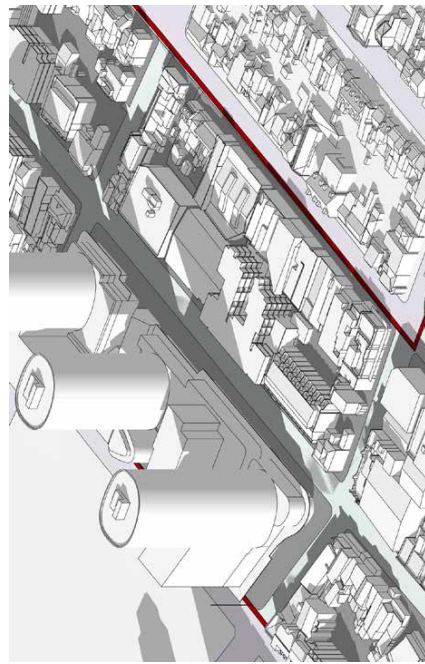


OP1 - WATERLOO STATION - 10am pm 21 JUN

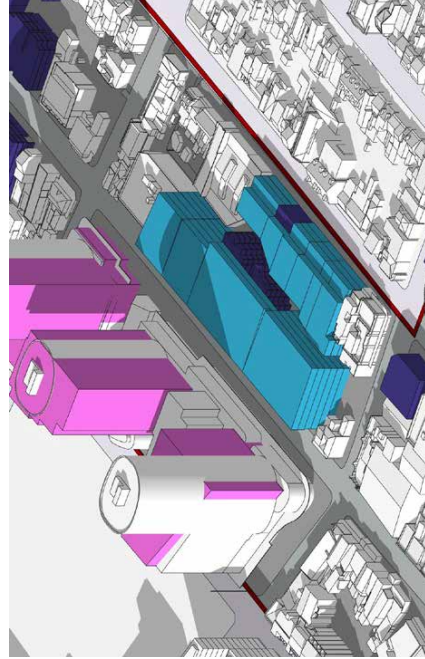


OP2 - WATERLOO STATION - 10am 21 JUN

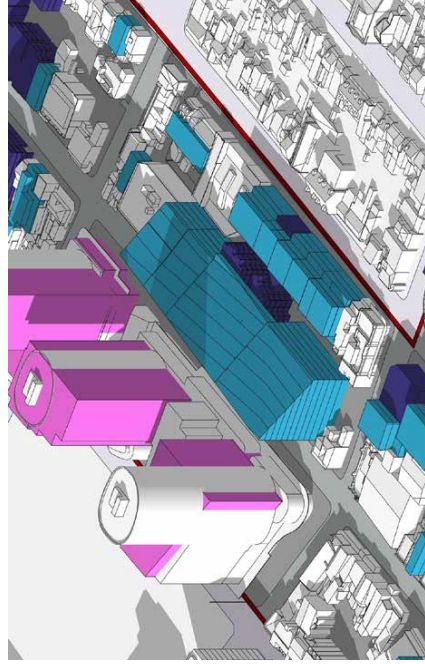
A03.14 AMALGAMATED OPTIONS - SOLAR 3D - WATERLOO QUARTER - FROM WEST



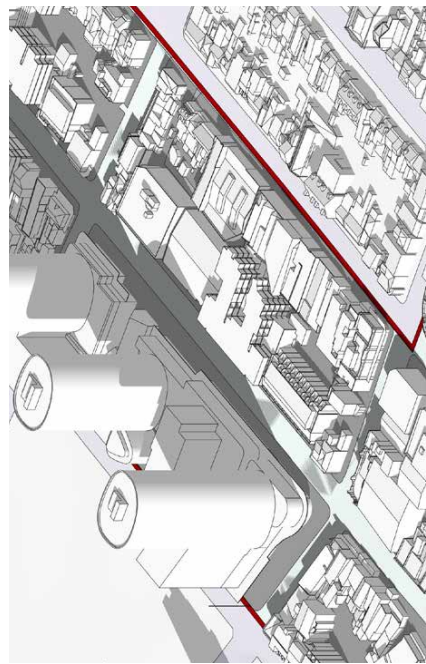
EXISTING - WATERLOO STATION - 11am 21 JUN



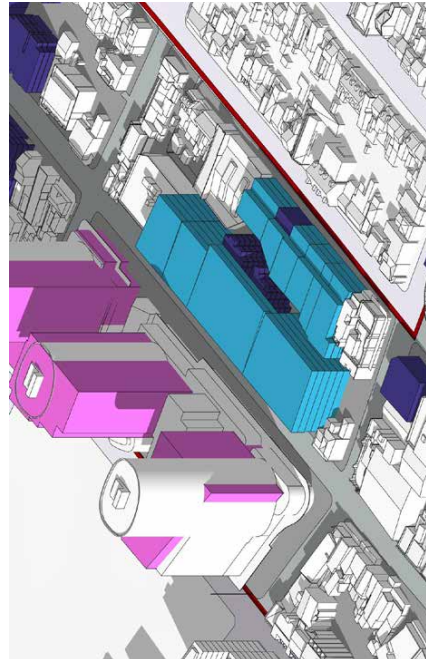
OP1 - WATERLOO STATION - 11am 21 JUN



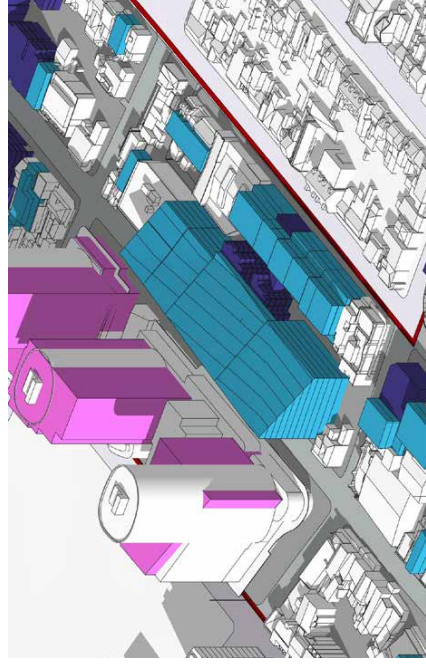
OP2 - WATERLOO STATION - 11am 21 JUN



EXISTING - WATERLOO STATION - 12pm 21 JUN

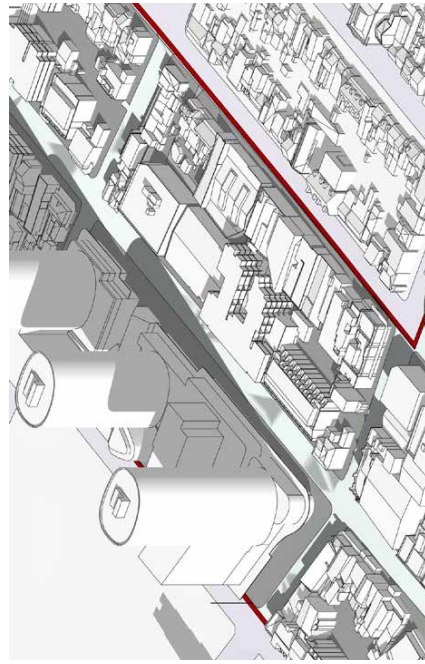


OP1 - WATERLOO STATION - 12pm 21 JUN

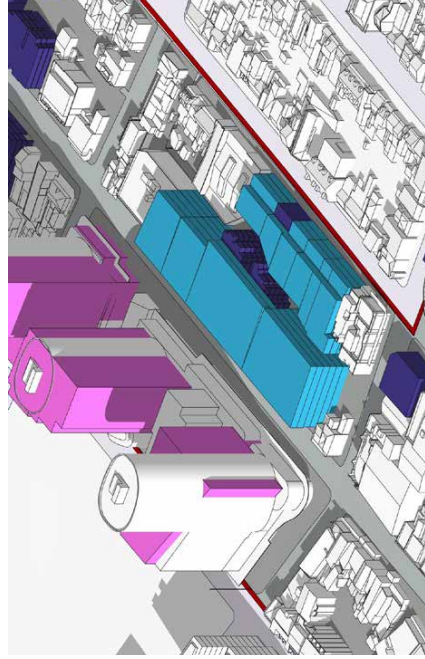


OP2 - WATERLOO STATION - 12pm 21 JUN

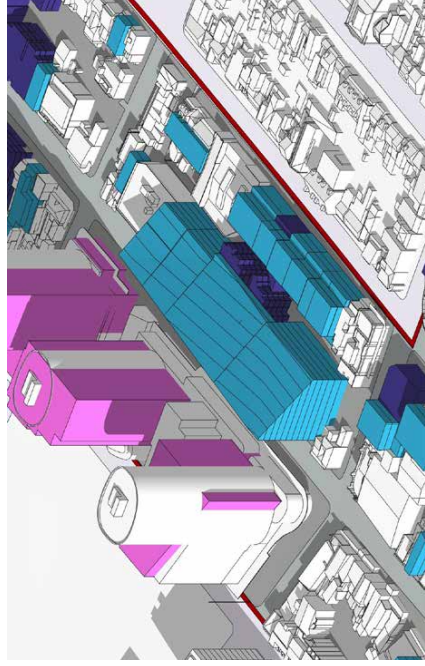
A03.15 AMALGAMATED OPTIONS - SOLAR 3D - WATERLOO QUARTER - FROM WEST



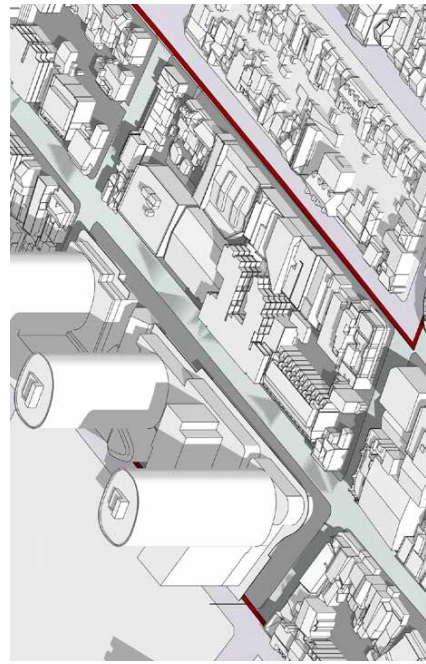
EXISTING - WATERLOO STATION - 12:30pm 21 JUN



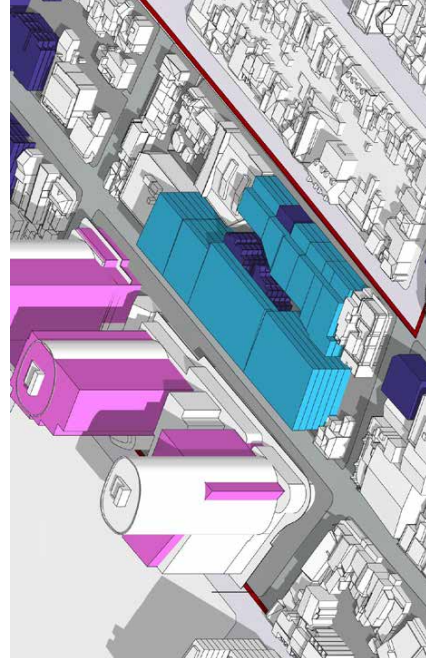
OP1 - WATERLOO STATION - 12:30pm 21 JUN



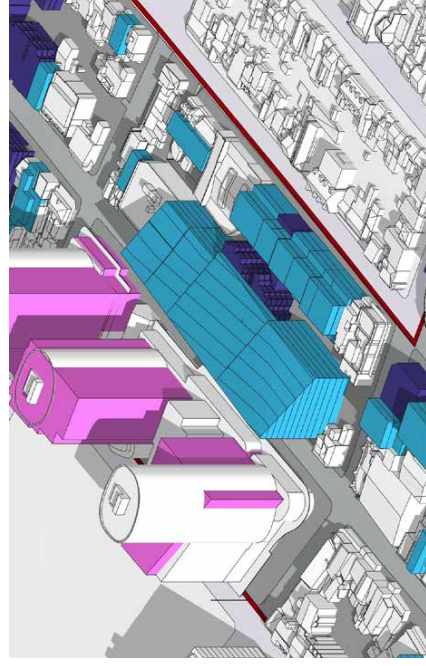
OP2 - WATERLOO STATION - 12:30pm 21 JUN



EXISTING - WATERLOO STATION - 1pm 21 JUN

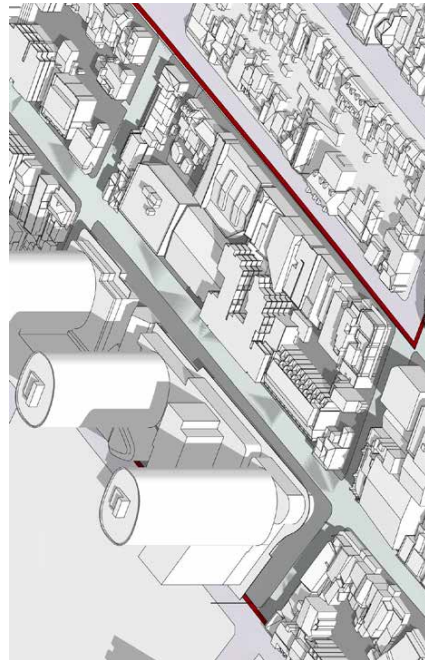


OP1 - WATERLOO STATION - 1pm 21 JUN

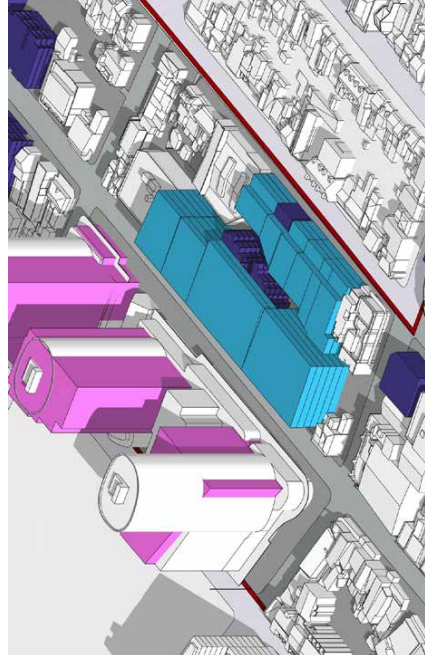


OP2 - WATERLOO STATION - 1pm 21 JUN

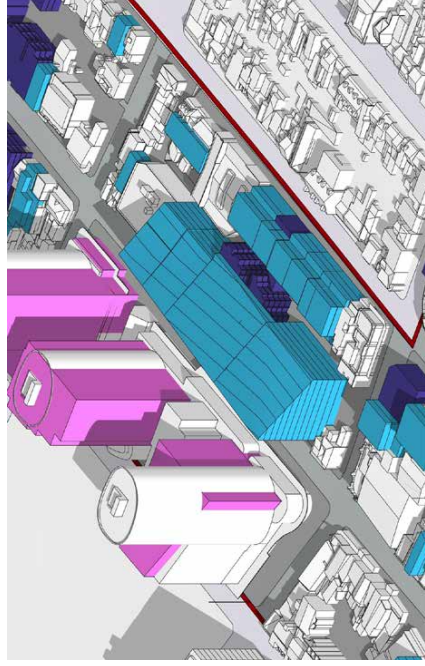
A03.16 AMALGAMATED OPTIONS - SOLAR 3D - WATERLOO QUARTER - FROM WEST



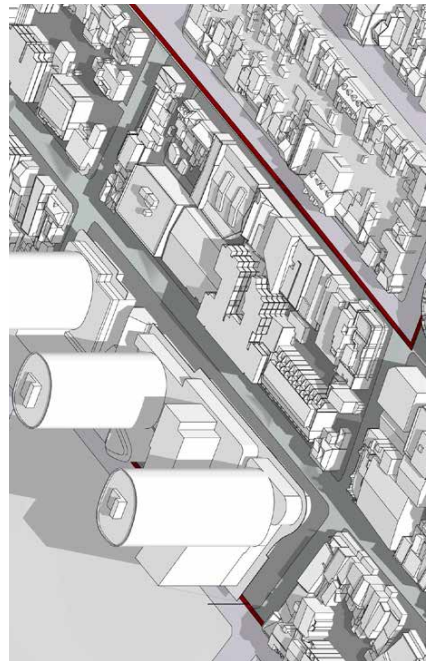
EXISTING - WATERLOO STATION - 2pm 21 JUN



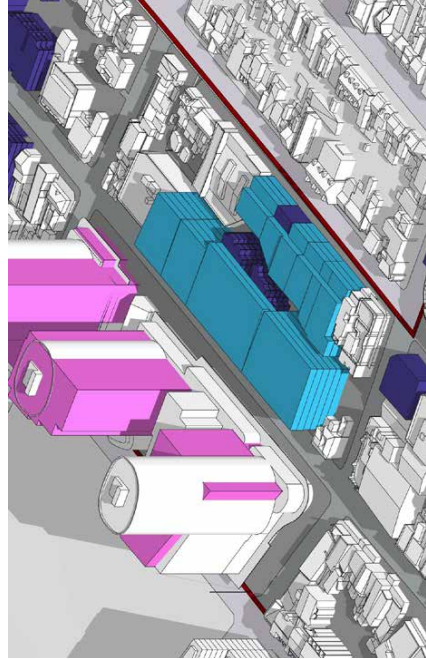
OP1 - WATERLOO STATION - 2pm 21 JUN



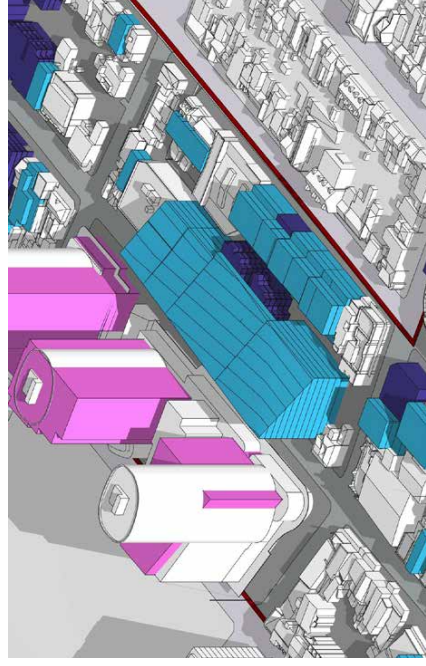
OP2 - WATERLOO STATION - 2pm 21 JUN



EXISTING - WATERLOO STATION - 3pm 21 JUN



OP1 - WATERLOO STATION - 3pm 21 JUN



OP2 - WATERLOO STATION - 3pm 21 JUN

A03.17 AMALGAMATED OPTIONS - SOLAR PLAN - WATERLOO QUARTER



EXISTING PLAN - WATERLOO STATION - 9am 21 JUN



OP1 PLAN - WATERLOO STATION - 9am 21 JUN



OP2 PLAN - WATERLOO STATION - 9am 21 JUN



EXISTING PLAN - WATERLOO STATION - 10am 21 JUN



OP1 PLAN - WATERLOO STATION - 10am 21 JUN



OP2 PLAN - WATERLOO STATION - 10am 21 JUN

A03.18 AMALGAMATED OPTIONS - SOLAR PLAN - WATERLOO QUARTER



EXISTING PLAN - WATERLOO STATION - 11am 21 JUN



OP1 PLAN - WATERLOO STATION - 11am 21 JUN



OP2 PLAN - WATERLOO STATION - 11am 21 JUN



EXISTING PLAN - WATERLOO STATION - 12pm 21 JUN



OP1 PLAN - WATERLOO STATION - 12pm 21 JUN



OP2 PLAN - WATERLOO STATION - 12pm 21 JUN

A03:19 AMALGAMATED OPTIONS - SOLAR PLAN - WATERLOO QUARTER



EXISTING PLAN - WATERLOO STATION - 12:30pm 21 JUN



OP1 PLAN - WATERLOO STATION - 12:30 pm 21 JUN



OP2 PLAN - WATERLOO STATION - 12:30 pm 21 JUN



EXISTING PLAN - WATERLOO STATION - 1pm 21 JUN



OP1 PLAN - WATERLOO STATION - 1pm 21 JUN



OP2 PLAN - WATERLOO STATION - 1pm 21 JUN

A03.20 AMALGAMATED OPTIONS - SOLAR PLAN - WATERLOO QUARTER



EXISTING PLAN - WATERLOO STATION - 2pm 21 JUN



OP1 PLAN - WATERLOO STATION - 2pm 21 JUN



OP2 PLAN - WATERLOO STATION - 2pm 21 JUN



EXISTING PLAN - WATERLOO STATION - 3pm 21 JUN



OP1 PLAN - WATERLOO STATION - 3pm 21 JUN

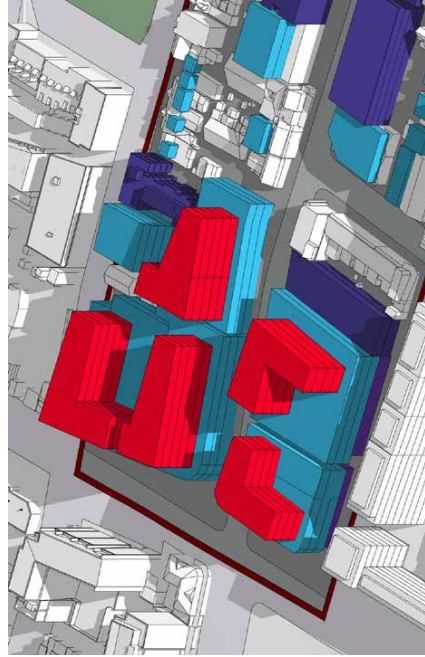


OP2 PLAN - WATERLOO STATION - 3pm 21 JUN

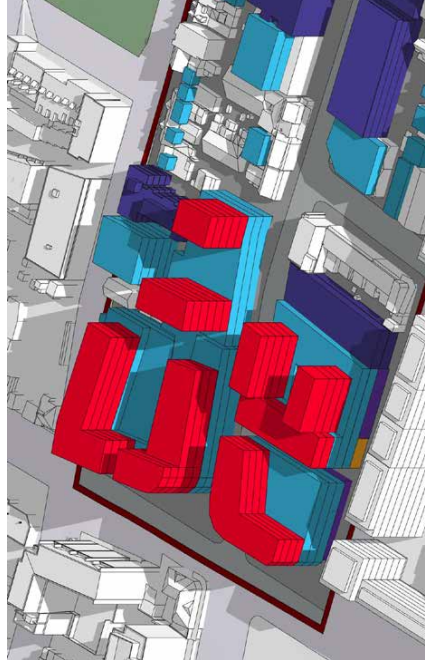
A03.21 AMALGAMATED OPTIONS - SOLAR 3D - McEVoy PRECINCT - FROM EAST



EXISTING - McEVoy PRECINCT - 9am 21 JUN



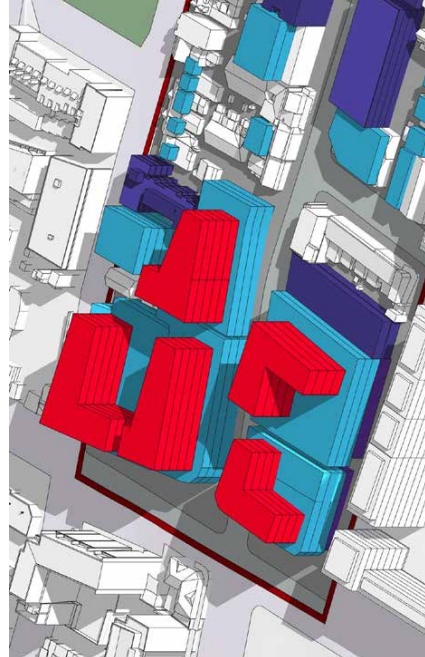
OP1 - McEVoy PRECINCT - 9am 21 JUN



OP2 - McEVoy PRECINCT - 9am 21 JUN



EXISTING - McEVoy PRECINCT - 10am 21 JUN



OP1 - McEVoy PRECINCT - 10am 21 JUN

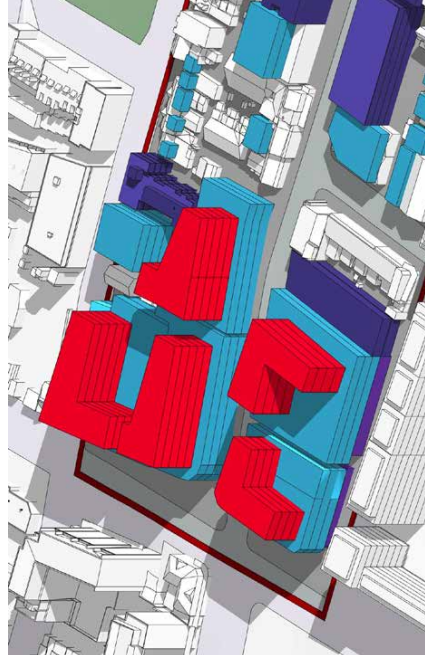


OP2 - McEVoy PRECINCT - 10am 21 JUN

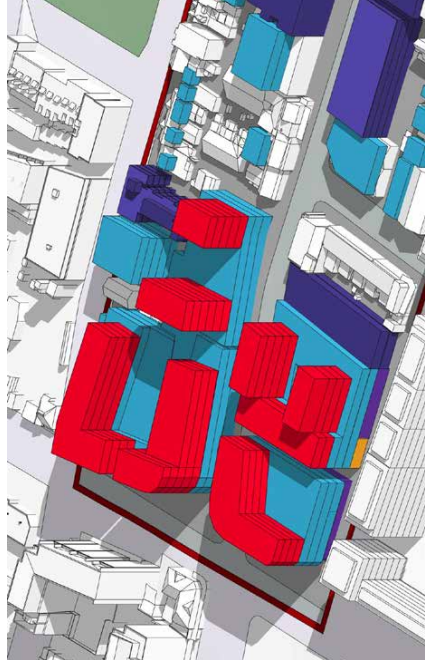
A03.22 AMALGAMATED OPTIONS - SOLAR 3D - McEVOY PRECINCT - FROM EAST



EXISTING - McEVOY PRECINCT - 11am 21 JUN



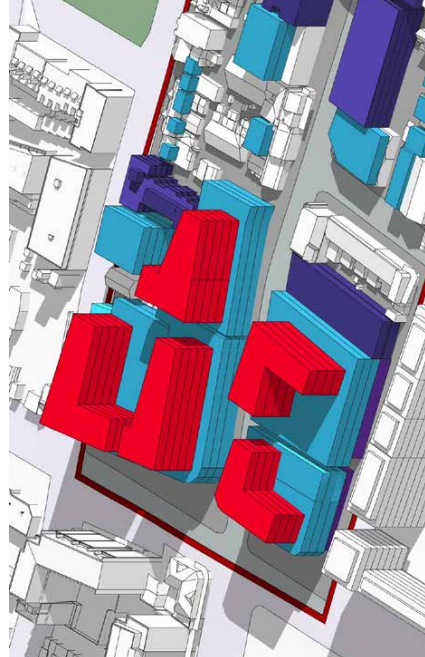
OP1 - McEVOY PRECINCT - 11am 21 JUN



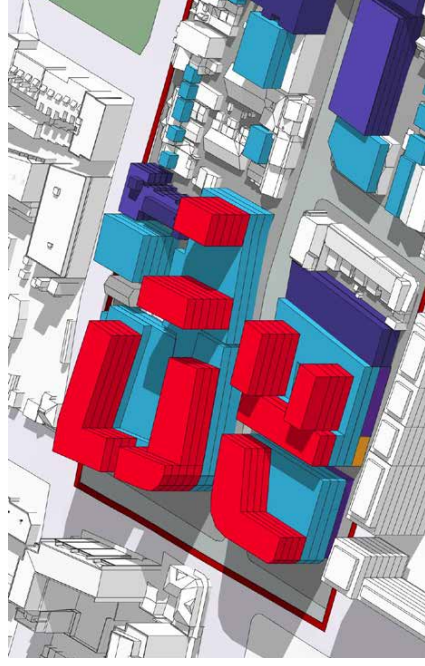
OP2 - McEVOY PRECINCT - 11am 21 JUN



EXISTING - McEVOY PRECINCT - 12pm 21 JUN



OP1 - McEVOY PRECINCT - 12pm 21 JUN

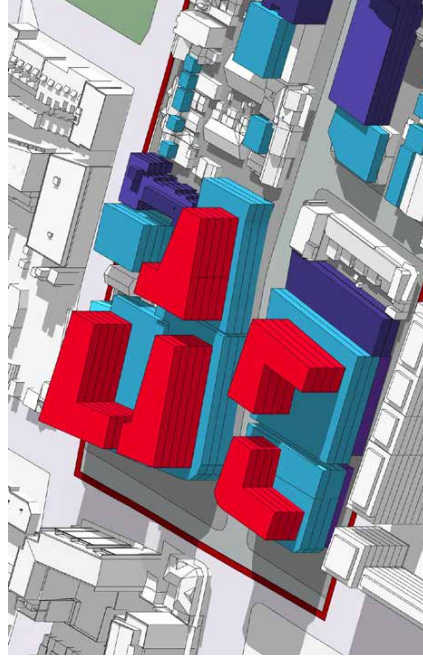


OP2 - McEVOY PRECINCT - 12pm 21 JUN

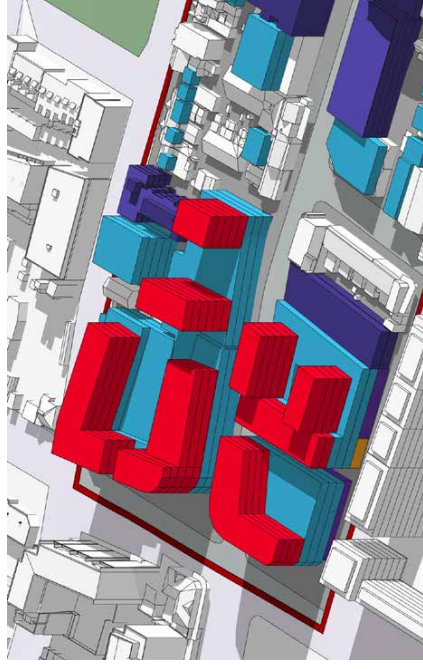
A03.23 AMALGAMATED OPTIONS - SOLAR 3D - McEVVOY PRECINCT - FROM EAST



EXISTING - McEVVOY PRECINCT - 1pm 21 JUN



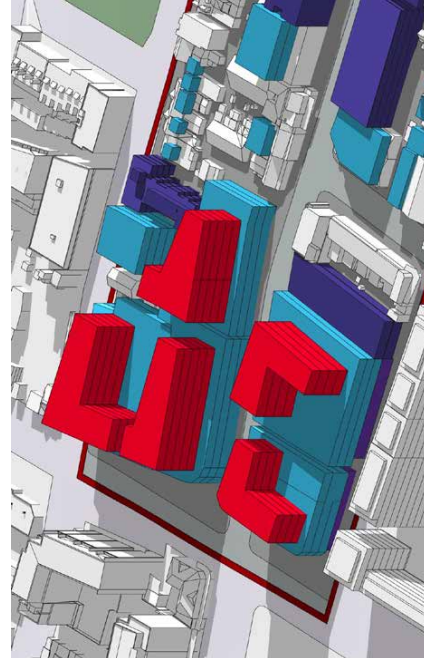
OP1 - McEVVOY PRECINCT - 1pm 21 JUN



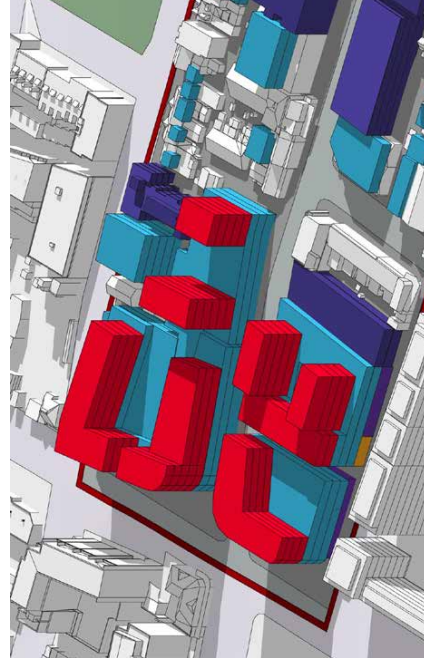
OP2 - McEVVOY PRECINCT - 1pm 21 JUN



EXISTING - McEVVOY PRECINCT - 2pm 21 JUN



OP1 - McEVVOY PRECINCT - 2pm 21 JUN



OP2 - McEVVOY PRECINCT - 2pm 21 JUN

A03.24 AMALGAMATED OPTIONS - SOLAR 3D - McEVOY PRECINCT - FROM EAST

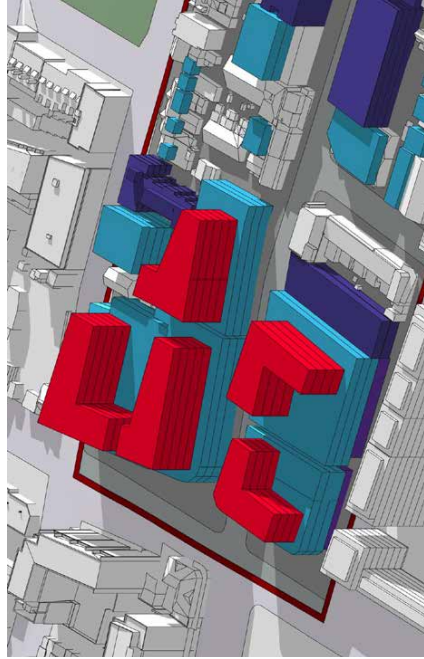


EXISTING - McEVOY PRECINCT - 3pm 21 JUN

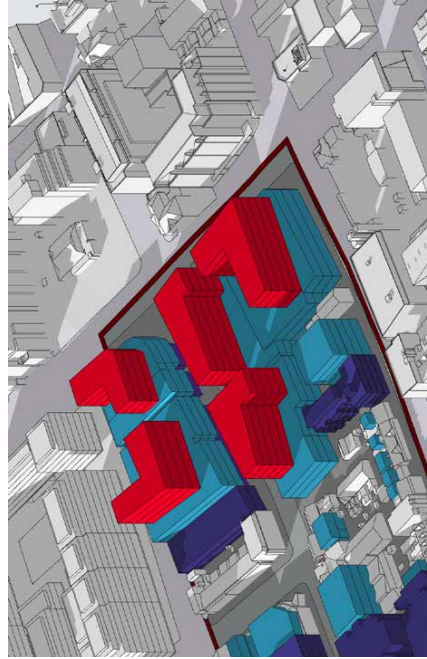
A03.25 AMALGAMATED OPTIONS - SOLAR 3D - McEVOY PRECINCT - FROM WEST



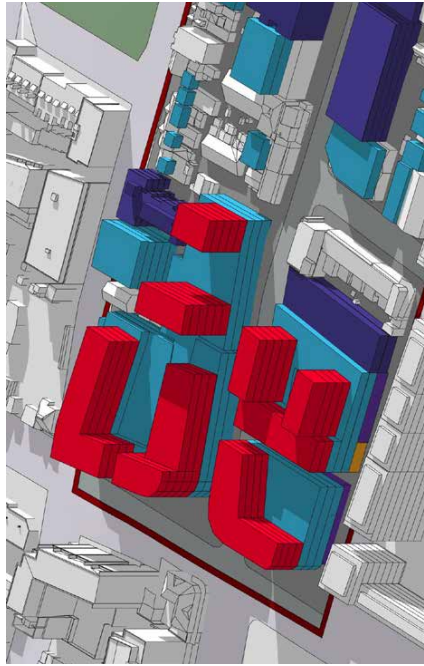
EXISTING - McEVOY PRECINCT - 9am 21 JUN



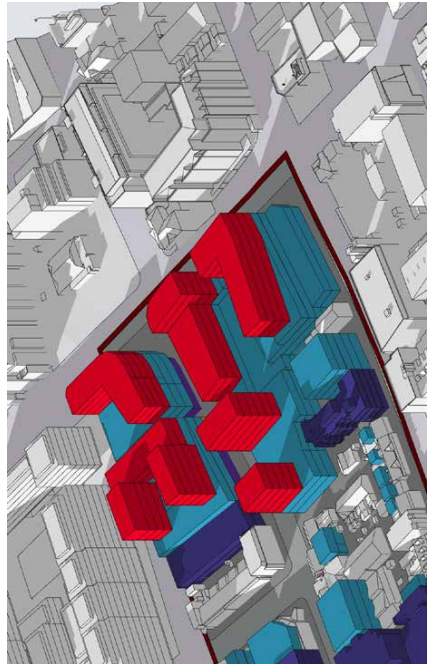
OP1 - McEVOY PRECINCT - 3pm 21 JUN



OP1 - McEVOY PRECINCT - 9am 21 JUN



OP2 - McEVOY PRECINCT - 3pm 21 JUN

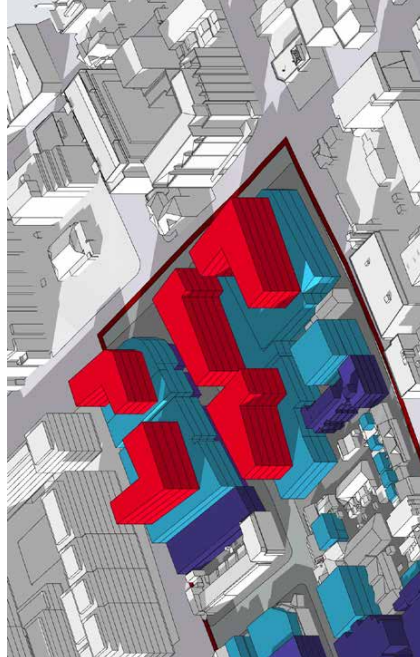


OP2 - McEVOY PRECINCT - 9am 21 JUN

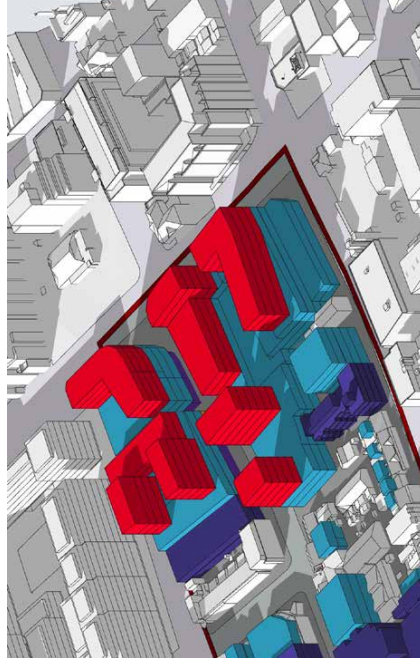
A03.25 AMALGAMATED OPTIONS - SOLAR 3D - McEVOY PRECINCT - FROM WEST



EXISTING - McEVOY PRECINCT - 10am 21 JUN



OP1 - McEVOY PRECINCT - 10am 21 JUN



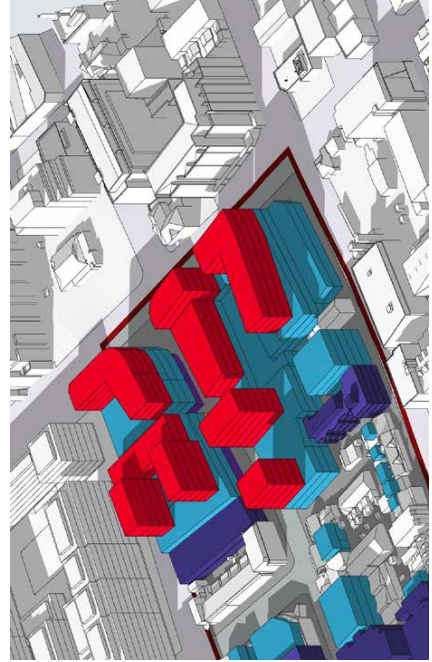
OP2 - McEVOY PRECINCT - 10am 21 JUN



EXISTING - McEVOY PRECINCT - 11am 21 JUN

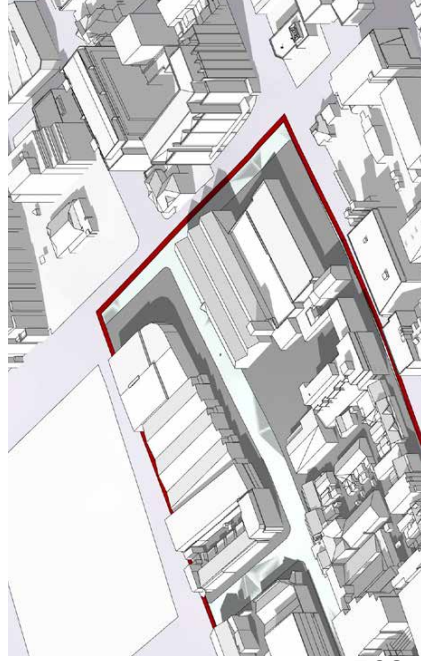


OP1 - McEVOY PRECINCT - 11am 21 JUN



OP2 - McEVOY PRECINCT - 11am 21 JUN

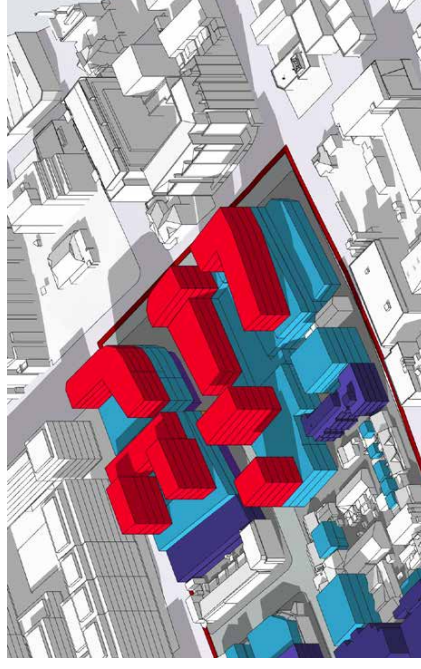
A03.26 AMALGAMATED OPTIONS - SOLAR 3D - McEVOY PRECINCT - FROM WEST



EXISTING - McEVOY PRECINCT - 12pm 21 JUN



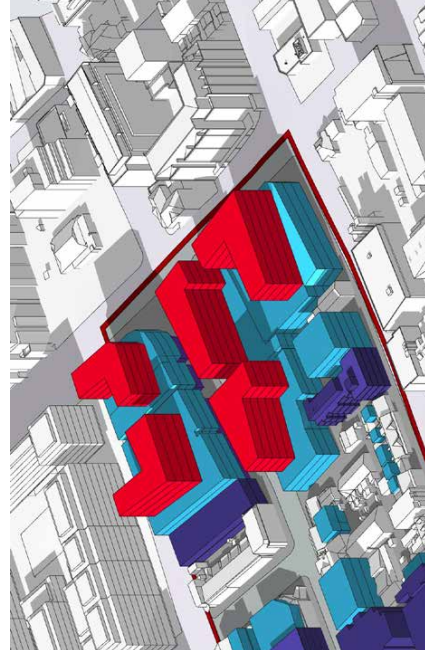
OP1 - McEVOY PRECINCT - 12pm 21 JUN



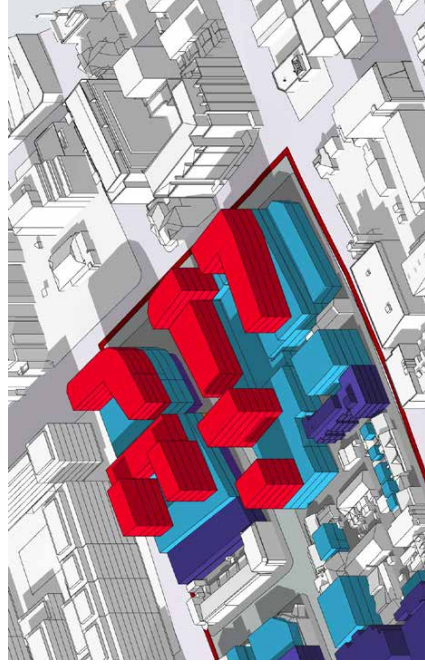
OP2 - McEVOY PRECINCT - 12pm 21 JUN



EXISTING - McEVOY PRECINCT - 1pm 21 JUN



OP1 - McEVOY PRECINCT - 1pm 21 JUN

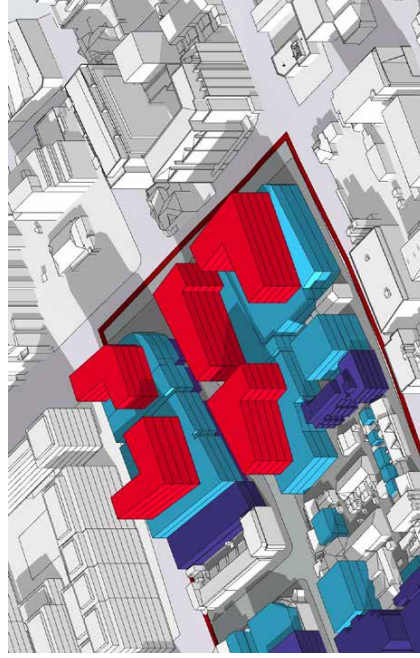


OP2 - McEVOY PRECINCT - 1pm 21 JUN

A03.27 AMALGAMATED OPTIONS - SOLAR 3D - McEVVOY PRECINCT - FROM WEST



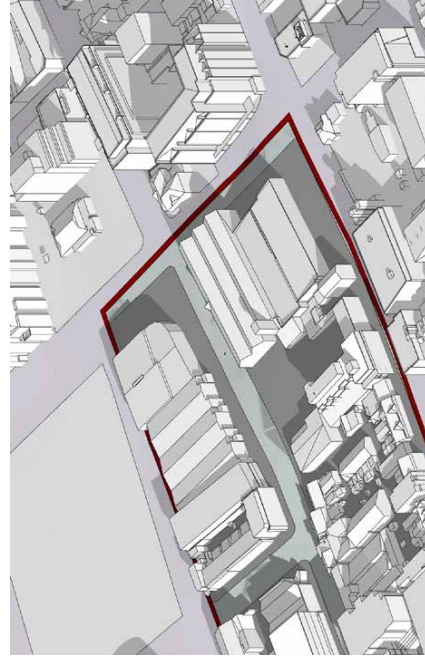
563



EXISTING - McEVVOY PRECINCT - 2pm 21 JUN

OP1 - McEVVOY PRECINCT - 2pm 21 JUN

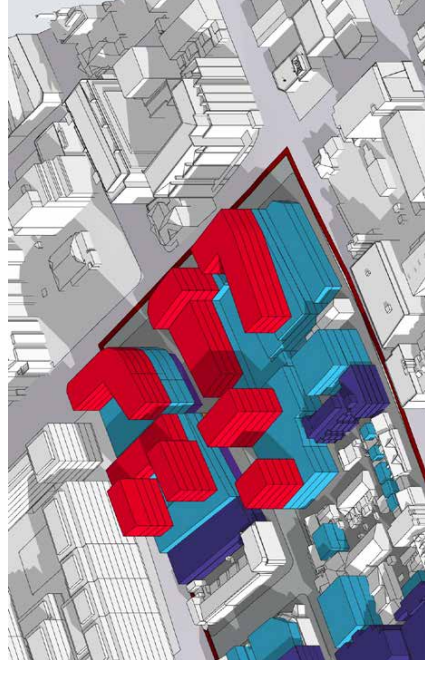
OP2 - McEVVOY PRECINCT - 2pm 21 JUN



EXISTING - McEVVOY PRECINCT - 3pm 21 JUN



OP1 - McEVVOY PRECINCT - 3pm 21 JUN



OP2 - McEVVOY PRECINCT - 3pm 21 JUN

A03.29 AMALGAMATED OPTIONS - SOLAR PLAN - McEVROY PRECINCT



EXISTING - McEVROY PRECINCT - 9am 21 JUN



OP1 - McEVROY PRECINCT - 9am 21 JUN



OP2 - McEVROY PRECINCT - 9am 21 JUN



EXISTING - McEVROY PRECINCT - 10am 21 JUN



OP1 - McEVROY PRECINCT - 10am 21 JUN



OP2 - McEVROY PRECINCT - 10am 21 JUN

A03.30 AMALGAMATED OPTIONS - SOLAR PLAN - McEVROY PRECINCT



EXISTING - McEVROY PRECINCT - 11am 21 JUN



OPI - McEVROY PRECINCT - 11am 21 JUN



OP2 - McEVROY PRECINCT - 11am 21 JUN



EXISTING - McEVROY PRECINCT - 12pm 21 JUN



OPI - McEVROY PRECINCT - 12pm 21 JUN



OP2 - McEVROY PRECINCT - 12pm 21 JUN

A03.31 AMALGAMATED OPTIONS - SOLAR PLAN - McEVROY PRECINCT



EXISTING - McEVROY PRECINCT - 1pm 21 JUN



OP1 - McEVROY PRECINCT - 1pm 21 JUN



OP2 - McEVROY PRECINCT - 1pm 21 JUN



EXISTING - McEVROY PRECINCT - 1pm 21 JUN



OP1 - McEVROY PRECINCT - 1pm 21 JUN



OP2 - McEVROY PRECINCT - 1pm 21 JUN

A03.32 AMALGAMATED OPTIONS - SOLAR PLAN - McEVoy PRECINCT



EXISTING - McEVoy PRECINCT - 3pm 21 JUN

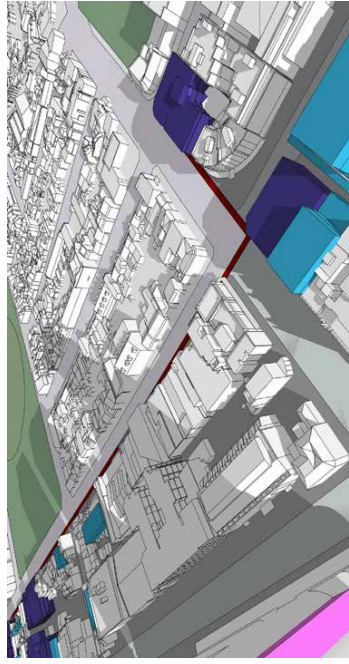


OP1 - McEVoy PRECINCT - 3pm 21 JUN

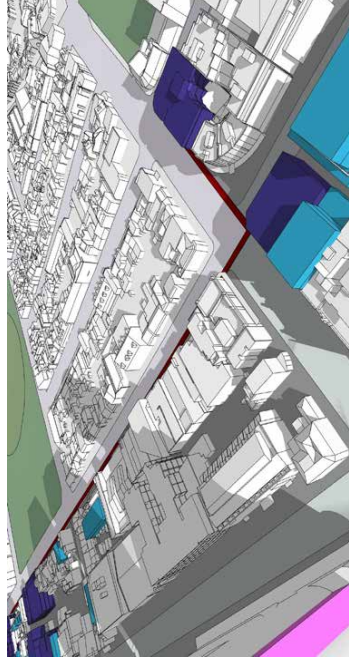


OP2 - McEVoy PRECINCT - 3pm 21 JUN

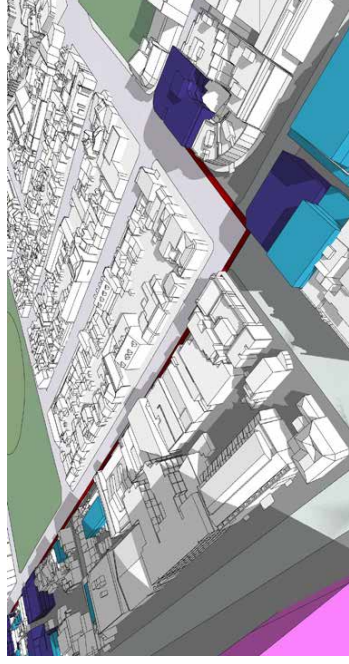
7.3.2 Urban Design Preferred Option - Solar Testing



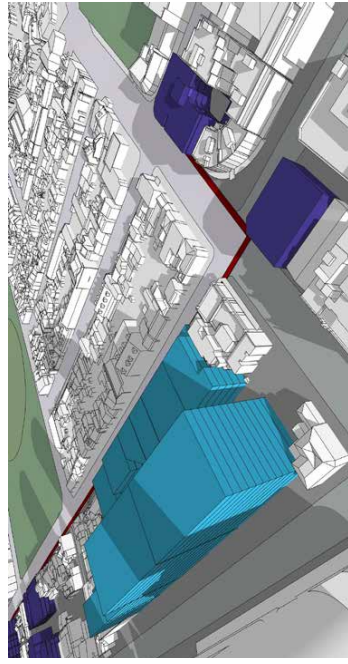
NORTH VIEW EXISTING - WYNDHAM ST - 9am



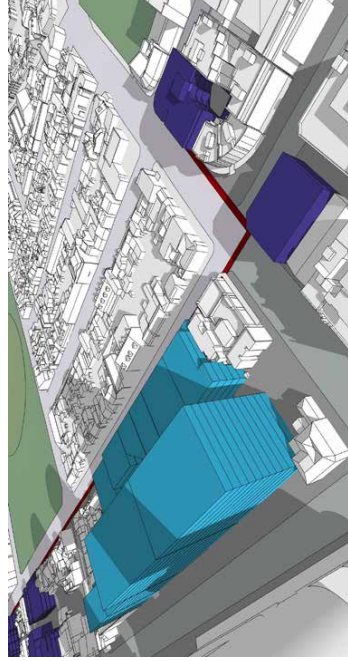
NORTH VIEW EXISTING - WYNDHAM ST - 9:30am



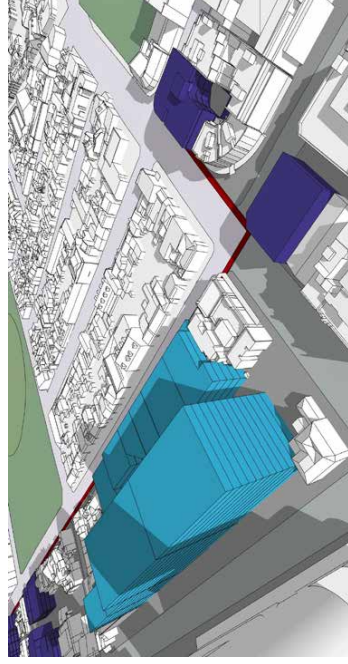
NORTH VIEW EXISTING - WYNDHAM ST - 10am



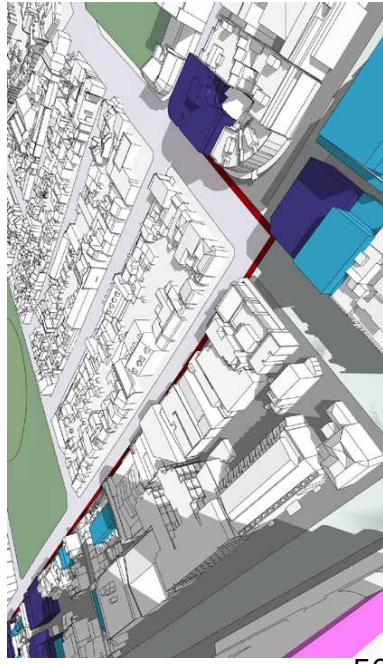
NORTH VIEW - WYNDHAM ST SOLAR PLANE - 9am



NORTH VIEW - WYNDHAM ST SOLAR PLANE - 9:30am



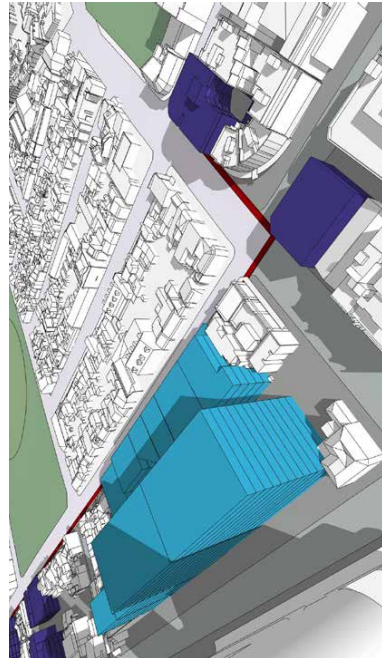
NORTH VIEW - WYNDHAM ST SOLAR PLANE - 10am



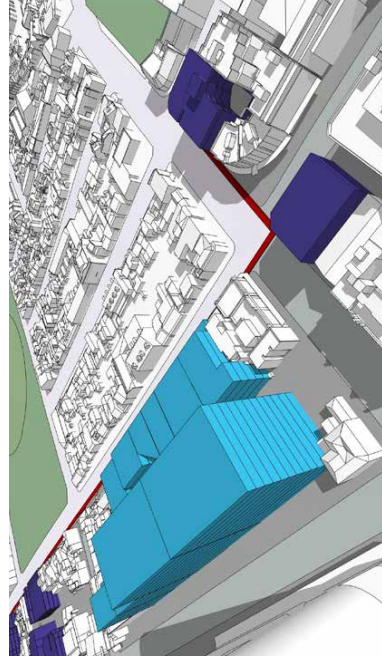
NORTH VIEW EXISTING - WYNDHAM ST - 10:30am



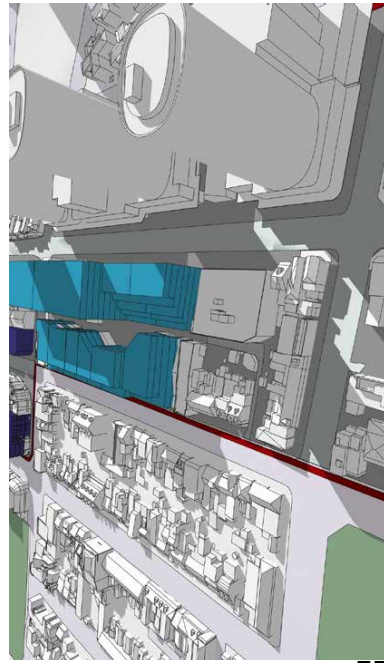
NORTH VIEW EXISTING - WYNDHAM ST - 12:30am



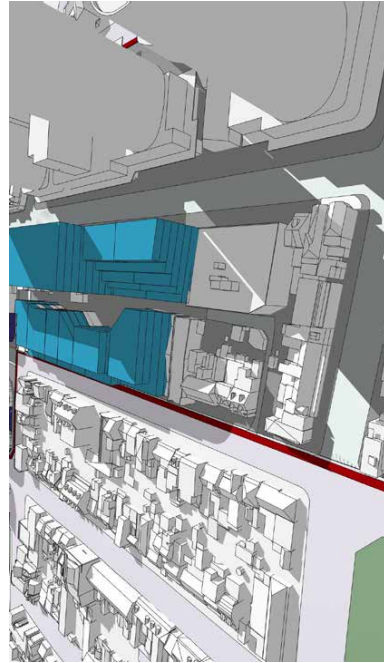
NORTH VIEW - WYNDHAM ST SOLAR PLANE - 10:30am



NORTH VIEW - WYNDHAM ST SOLAR PLANE - 12:30am



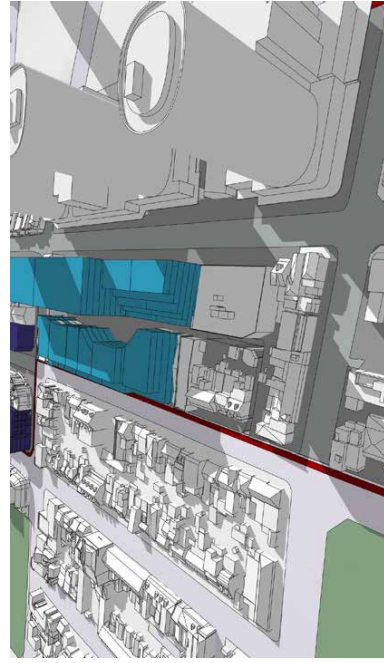
SOUTH VIEW EXISTING - WYNDHAM ST - 10am



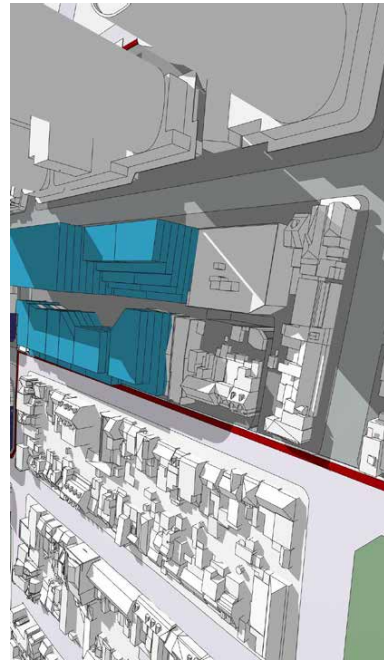
SOUTH VIEW EXISTING - WYNDHAM ST - 10:30am



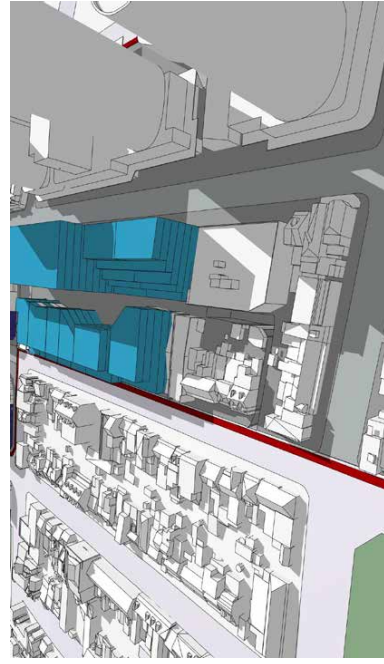
SOUTH VIEW EXISTING - WYNDHAM ST - 11am



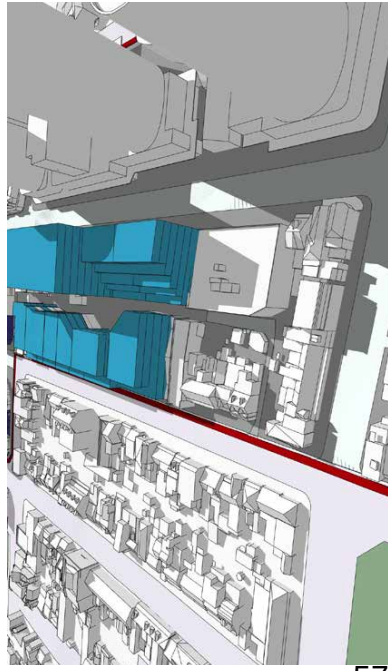
SOUTH VIEW - WYNDHAM ST SOLAR PLANE - 10am



SOUTH VIEW - WYNDHAM ST SOLAR PLANE - 10:30am



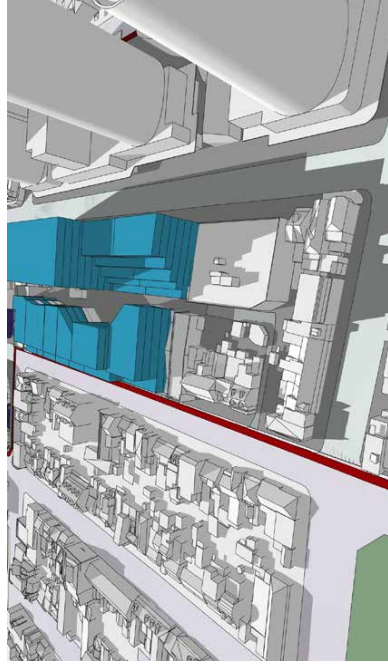
SOUTH VIEW - WYNDHAM ST SOLAR PLANE - 11am



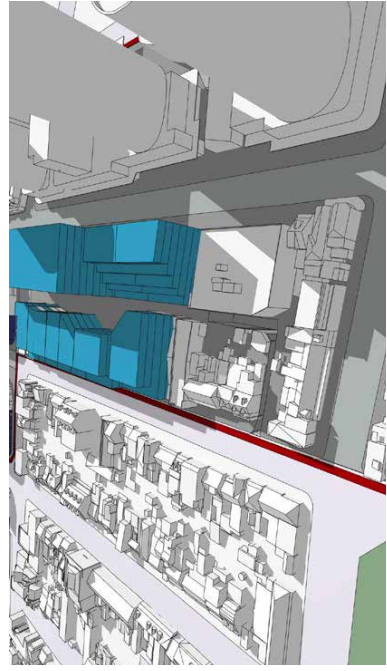
SOUTH VIEW EXISTING - WYNDHAM ST - 11:30am



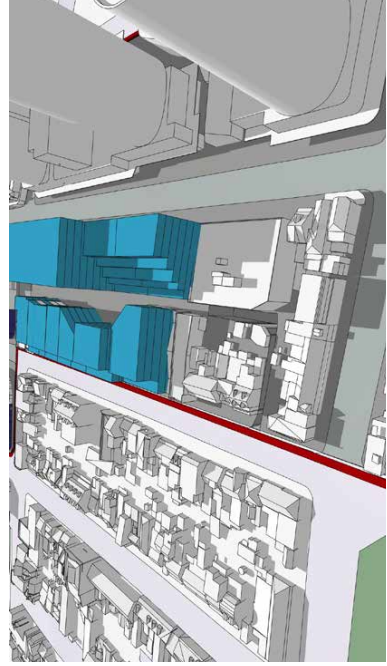
SOUTH VIEW EXISTING - WYNDHAM ST - 1pm



SOUTH VIEW EXISTING - WYNDHAM ST - 2pm



SOUTH VIEW - WYNDHAM ST SOLAR PLANE - 11am



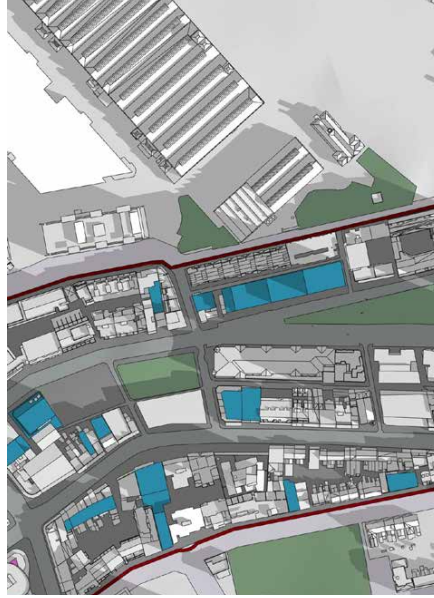
SOUTH VIEW - WYNDHAM ST SOLAR PLANE - 1pm



SOUTH VIEW - WYNDHAM ST SOLAR PLANE - 2pm



EXISTING PLAN - ROSEHILL SITE - JUN 21 - 9am



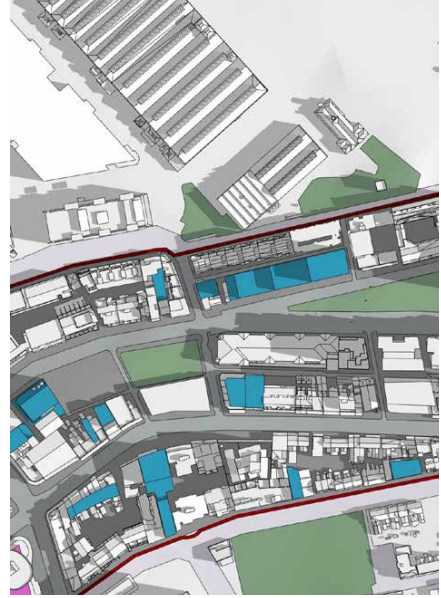
OPTION 1 - ROSEHILL SITE - JUN 21 - 9am



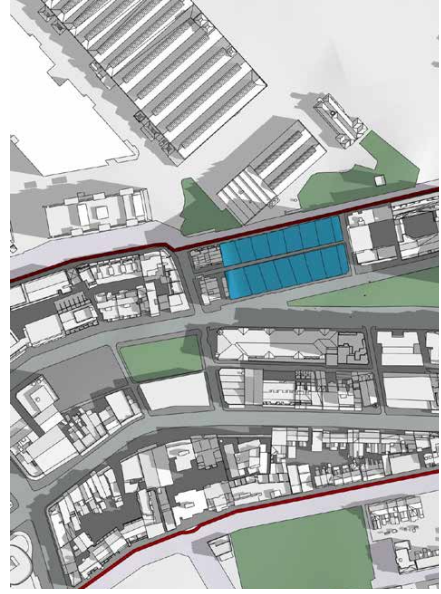
UPDATED OPTION - ROSEHILL SITE - JUN 21 - 9am



EXISTING PLAN - ROSEHILL SITE - JUN 21 - 10am



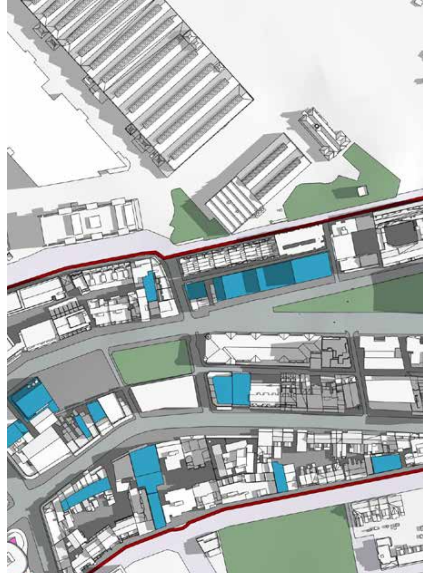
OPTION 1 - ROSEHILL SITE - JUN 21 - 10am



UPDATED OPTION - ROSEHILL SITE - JUN 21 - 10am



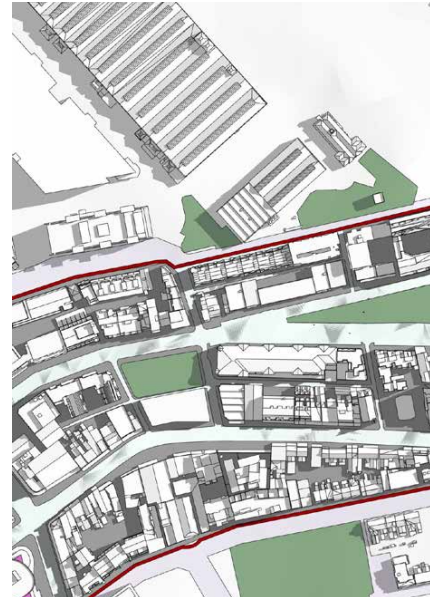
EXISTING PLAN - ROSEHILL SITE - JUN 21 - 11am



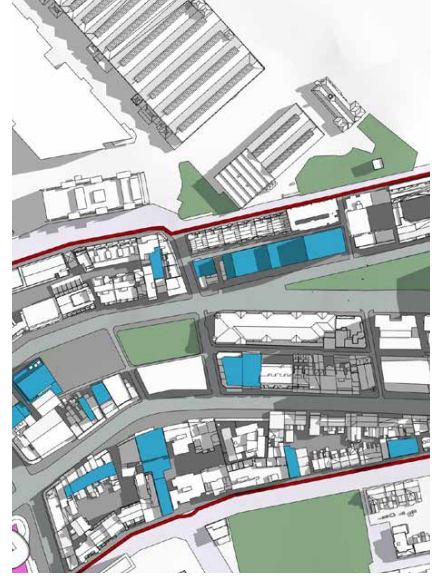
OPTION 1 - ROSEHILL SITE - JUN 21 - 11am



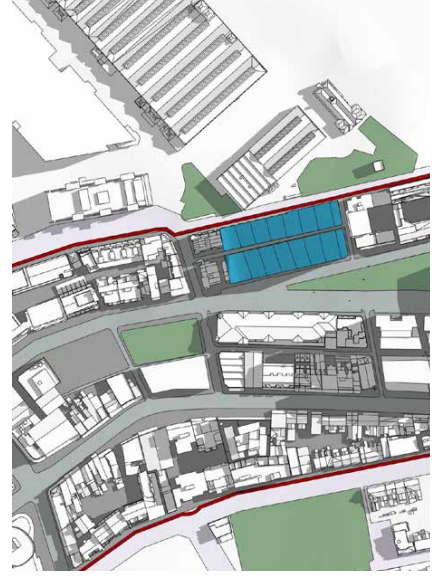
UPDATED OPTION - ROSEHILL SITE - JUN 21 - 11am



EXISTING PLAN - ROSEHILL SITE - JUN 21 - 12pm



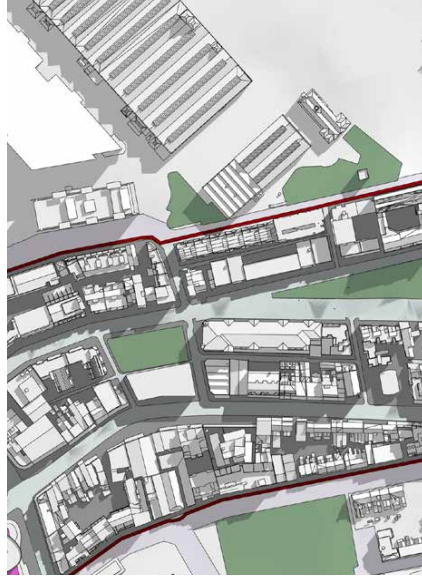
OPTION 1 - ROSEHILL SITE - JUN 21 - 12pm



UPDATED OPTION - ROSEHILL SITE - JUN 21 - 12pm



EXISTING PLAN - ROSEHILL SITE - JUN 21 - 1pm



OPTION 1 - ROSEHILL SITE - JUN 21 - 2pm



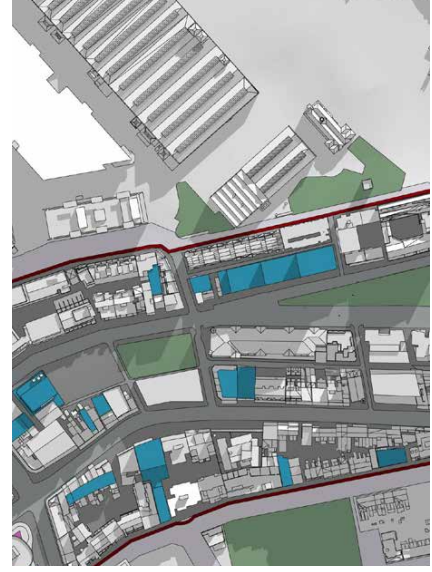
EXISTING PLAN - ROSEHILL SITE - JUN 21 - 3pm



OPTION 1 - ROSEHILL SITE - JUN 21 - 1pm



EXISTING PLAN - ROSEHILL SITE - JUN 21 - 2pm



OPTION 1 - ROSEHILL SITE - JUN 21 - 3pm



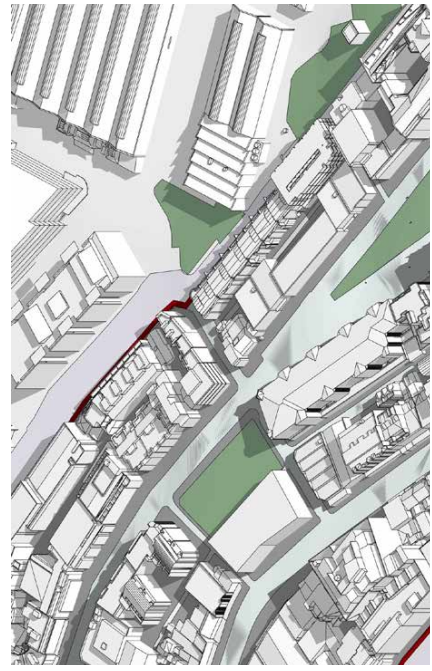
EXISTING PLAN - ROSEHILL SITE - NW VIEW JUN 21 - 9am



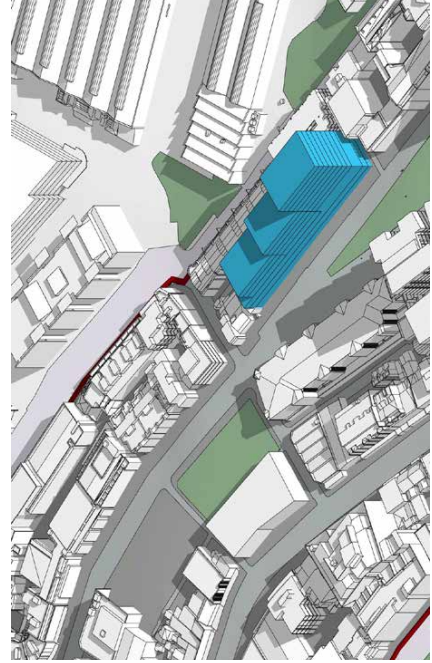
OPTION 1 - ROSEHILL SITE - NW VIEW JUN 21 - 9am



UPDATED OPTION - ROSEHILL SITE - NW VIEW JUN 21 - 9am



EXISTING PLAN - ROSEHILL SITE - NW VIEW JUN 21 - 10am



OPTION 1 - ROSEHILL SITE - NW VIEW JUN 21 - 10am



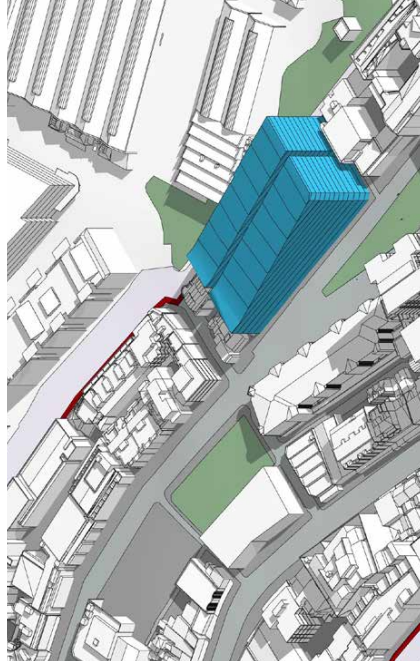
UPDATED OPTION - ROSEHILL SITE - NW VIEW JUN 21 - 10am



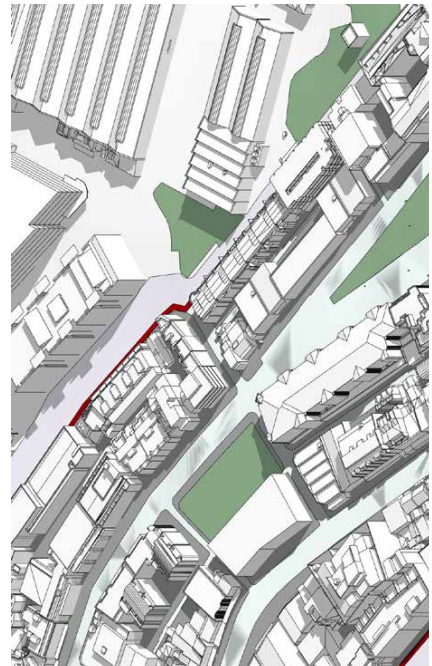
EXISTING PLAN - ROSEHILL SITE - NW VIEW JUN 21 - 11am



OPTION 1 - ROSEHILL SITE - NW VIEW JUN 21 - 11am



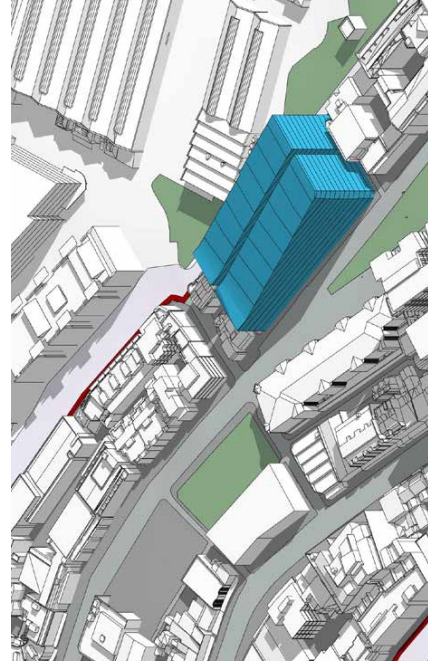
UPDATED OPTION - ROSEHILL SITE - NW VIEW JUN 21 - 11am



EXISTING PLAN - ROSEHILL SITE - NW VIEW JUN 21 - 12pm



OPTION 1 - ROSEHILL SITE - NW VIEW JUN 21 - 12pm



UPDATED OPTION - ROSEHILL SITE - NW VIEW JUN 21 - 12pm



EXISTING PLAN - ROSEHILL SITE - NW VIEW JUN 21 - 1pm



OPTION 1 - ROSEHILL SITE - NW VIEW JUN 21 - 1pm



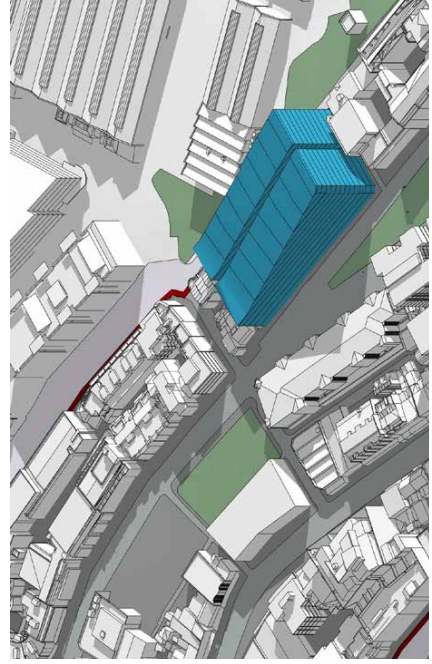
UPDATED OPTION 1 - ROSEHILL SITE - NW VIEW JUN 21 - 1pm



EXISTING PLAN - ROSEHILL SITE - NW VIEW JUN 21 - 2pm



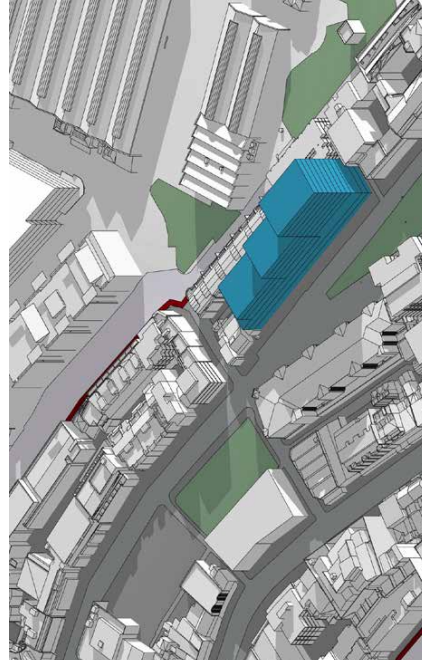
OPTION 1 - ROSEHILL SITE - NW VIEW JUN 21 - 2pm



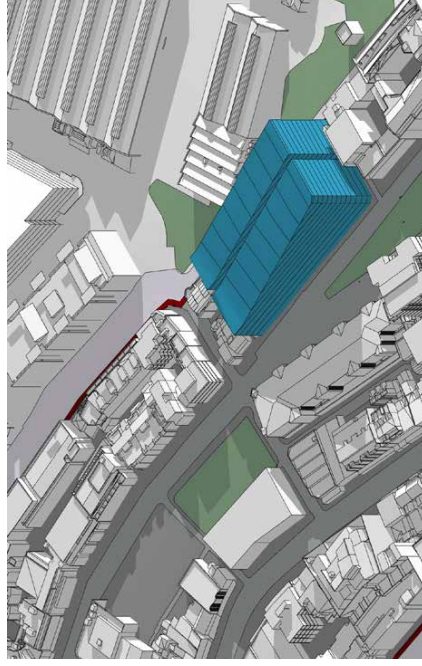
UPDATED OPTION 1 - ROSEHILL SITE - NW VIEW JUN 21 - 2pm



EXISTING PLAN - ROSEHILL SITE - NW VIEW JUN 21 - 3pm



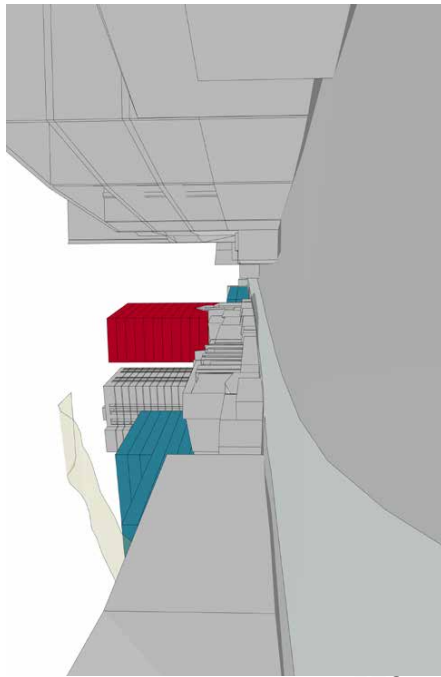
OPTION 1 - ROSEHILL SITE - NW VIEW JUN 21 - 3pm



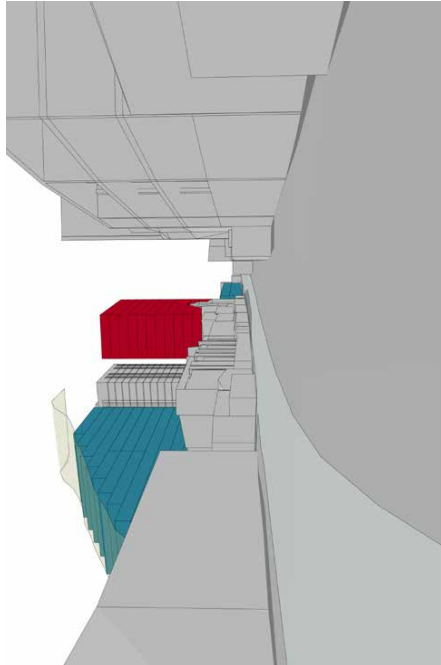
UPDATED OPTION 1 - ROSEHILL SITE - NW VIEW JUN 21 - 3pm

7.3.3 Urban Design Built Form Testing - Preferred Option

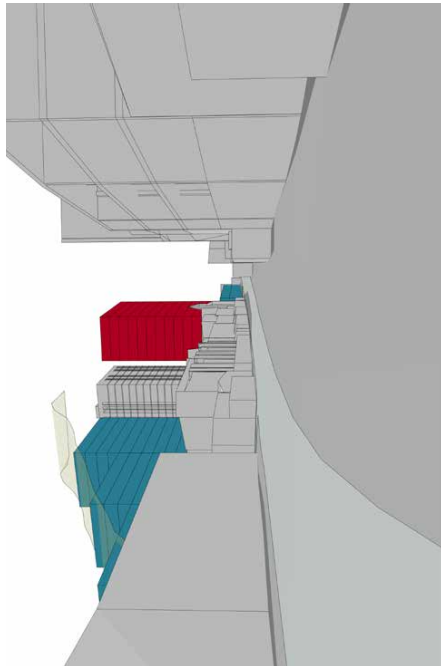
ROSEHILL SITES
39-61 Gibbons Street
2 Margaret Street



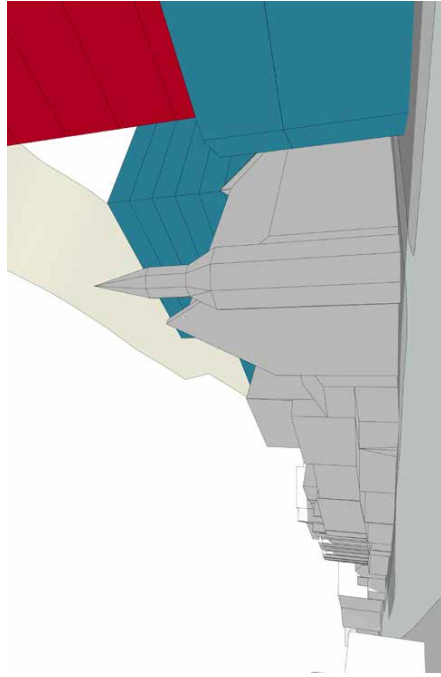
Option 1 - low scale, minimal height
VIEW 1 - ALONG REGENT STREET, NORTHWARD



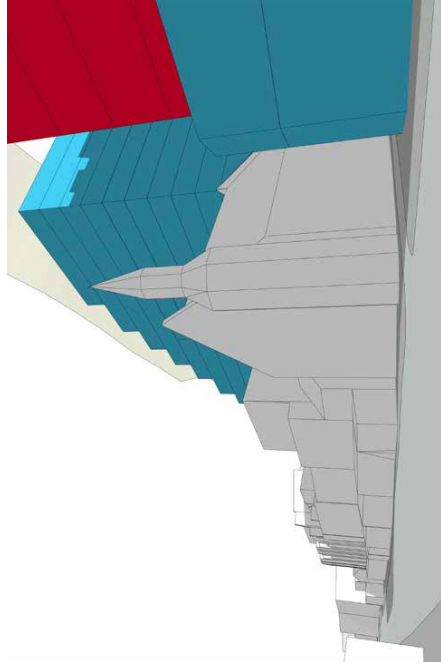
Option 2 - maximised height



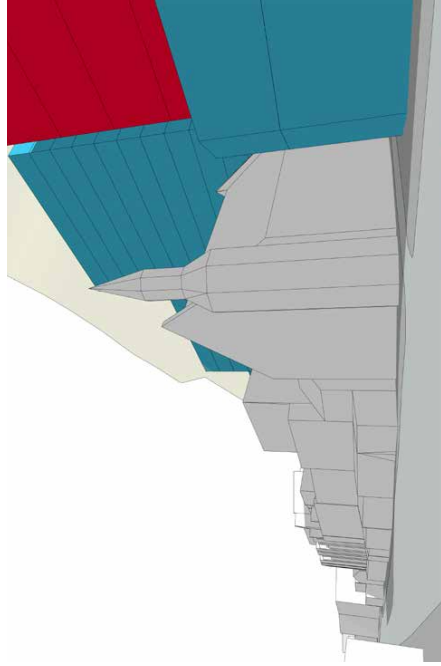
Option 3 - stepped form



Option 1 - low scale, minimal height
VIEW 2 - ALONG REGENT STREET, FROM ST LUKE'S PRESBYTERIAN CHURCH

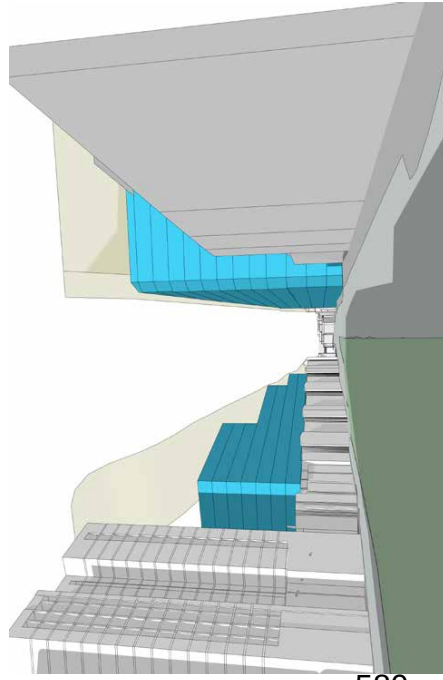


Option 2 - maximised height

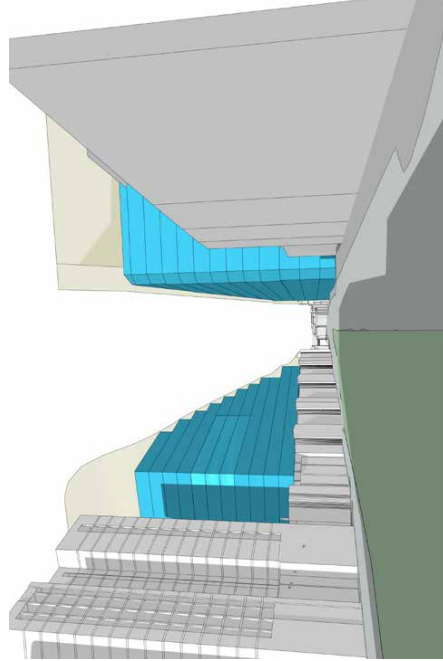


Option 3 - stepped form

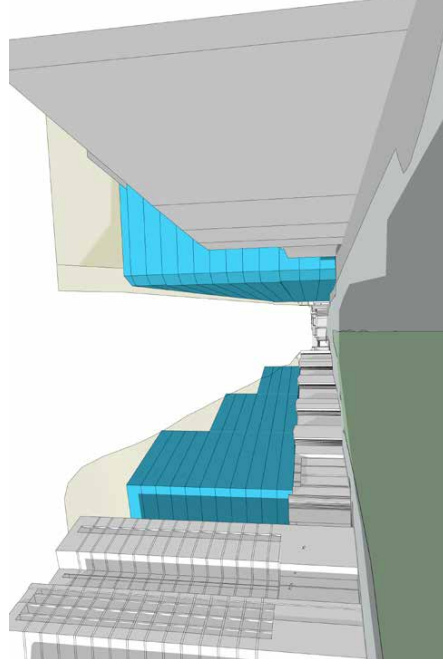
ROSEHILL SITES
39-61 Gibbons Street
2 Margaret Street



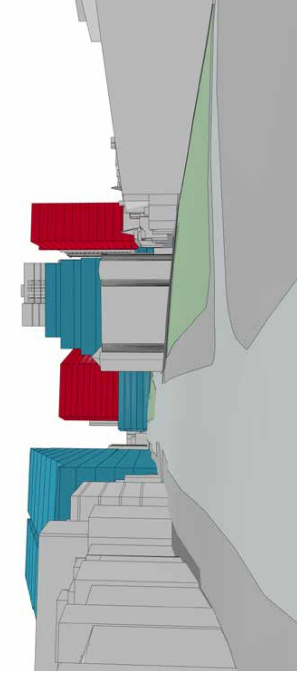
Option 1 - low scale, minimal height
VIEW 3 - FROM GIBBONS RESERVE, SOUTHWARD



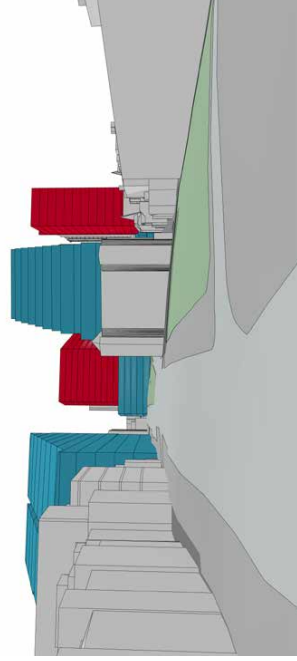
Option 2 - maximised height



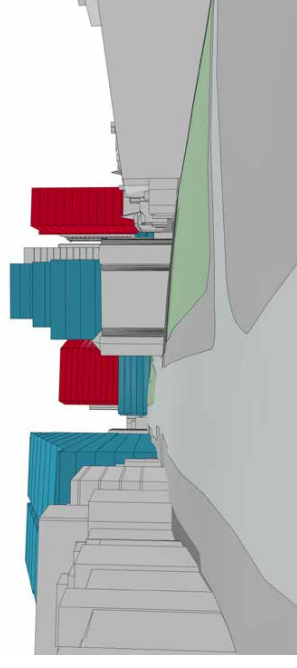
Option 3 - stepped form



Option 1 - low scale, minimal height
VIEW 4 - FROM DANIEL DAWSON RESERVE, NORTHWARD



Option 2 - maximised height

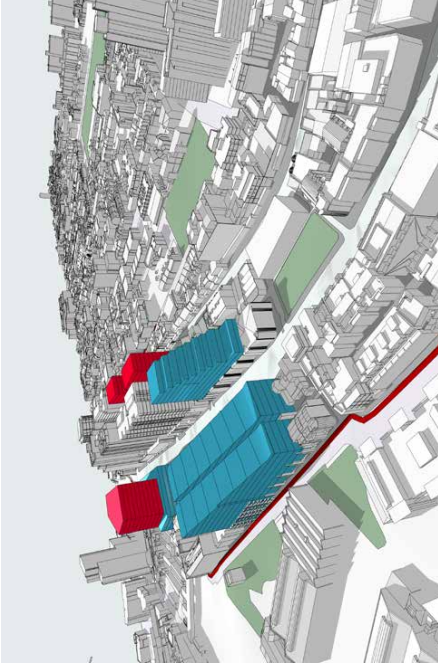


Option 3 - stepped form

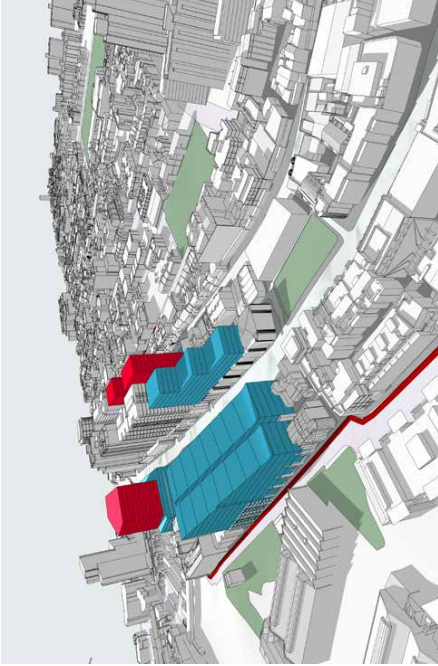
ROSEHILL SITES
39-61 Gibbons Street
2 Margaret Street



Option 1 - low scale, minimal height
VIEW 1 - ALONG REGENT STREET, NORTHWARD



Option 2 - maximised height



Option 3 - stepped form

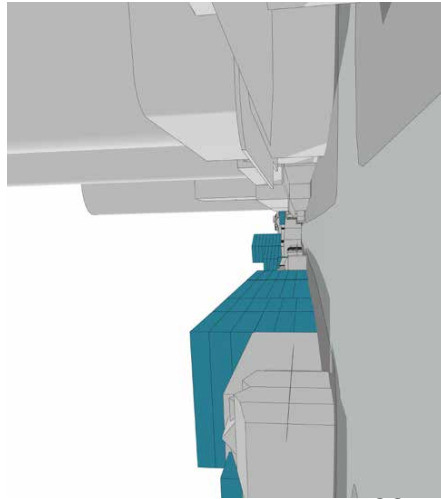
INDICATIVE YIELD TABLES

39-61 Gibbons Street
2 Margaret Street

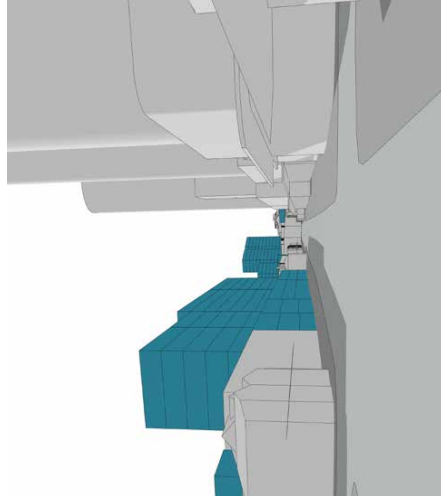
Street Name	Street/Address		EX SITE AREA (m2)	PROPOSED FSR (GFA m2)	EX FSR (GFA m2)	DIFFERENCE - PROPOSED GFA vs EX GFA	EX FSR CONTROL	PROPOSED FSR CONTROL	FSR CONTROL DIFFERENCE
39-61	Gibbons	OPTION 1	2,932	11349	7,830	3,519	2	3.9	1.9
		OPTION 2	2,932	18000	7,830	10,170	2	6.1	4.1
		OPTION 3	2,932	14570	7,830	6,740	2	5.0	3.0

WATERLOO METRO QUARTER

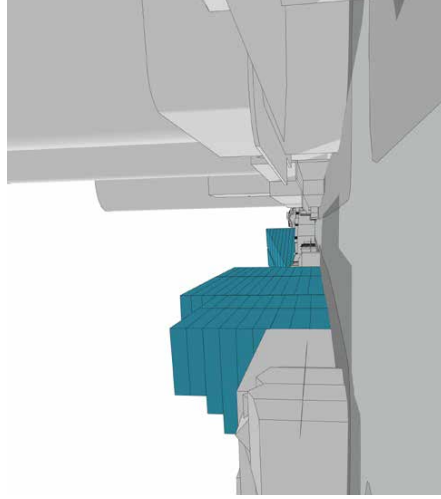
Botany Road



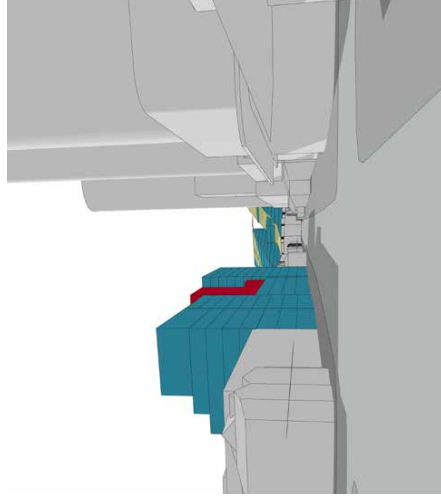
Option 1 - low scale, minimal height
VIEW 1 - ALONG BOTANY ROAD, NORTHWARD



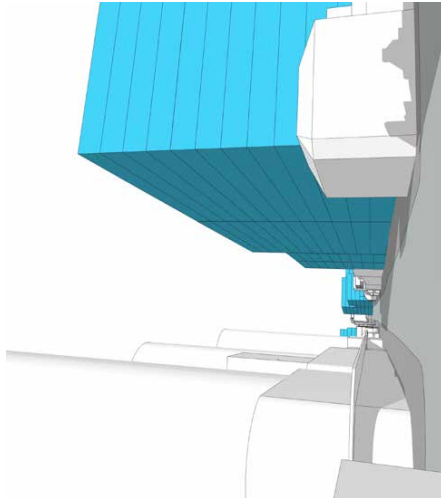
Option 2 - maximised height, setback



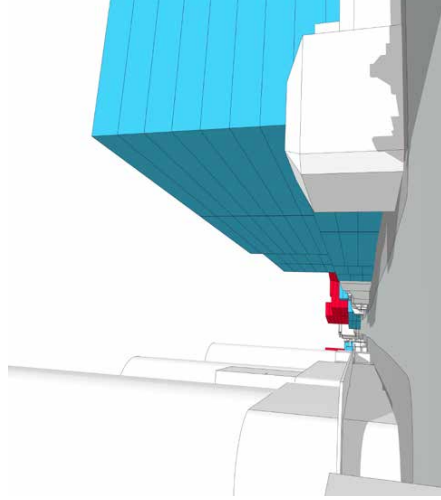
Option 2A - maximised height



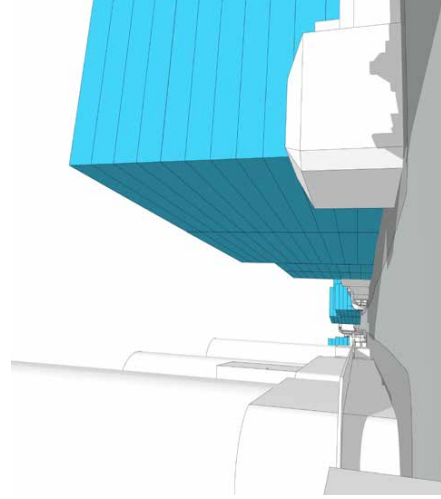
Option 3 - Mixed Use (Affordable Housing)



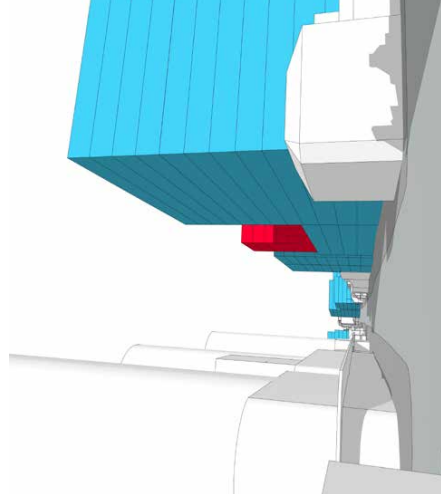
Option 1 - low scale, minimal height
VIEW 1 - ALONG BOTANY ROAD, SOUTHWARD



Option 2 - maximised height, setback

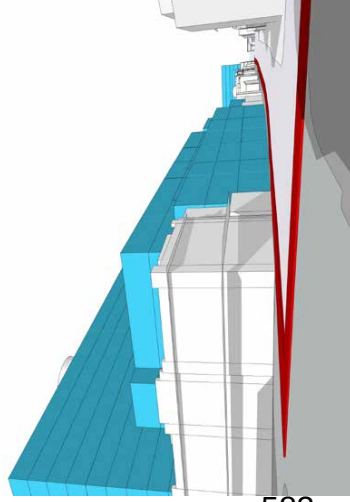


Option 2A - maximised height

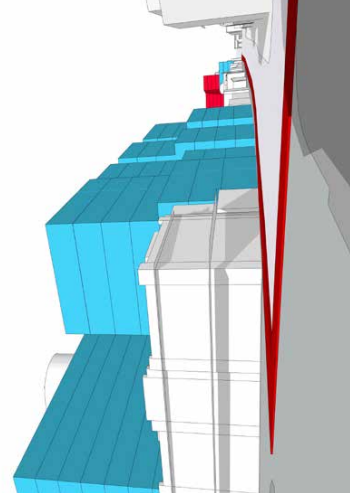


Option 3 - Mixed Use (Affordable Housing)

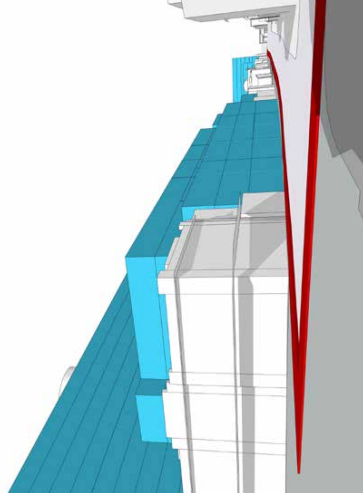
WATERLOO METRO QUARTER
Wyndham Street



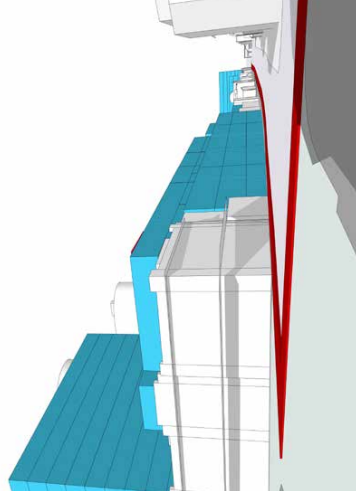
Option 1 - low scale, minimal height
VIEW 3 - ALONG WYNDHAM STREET, SOUTHWARD



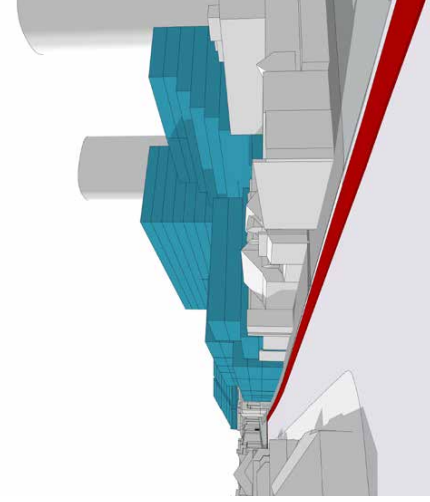
Option 2 - maximised height, setback



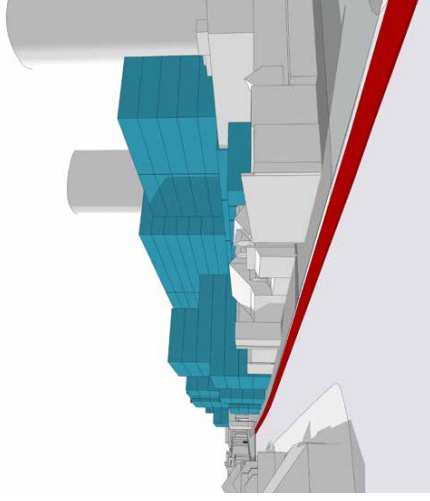
Option 2A - maximised height, SAP capped



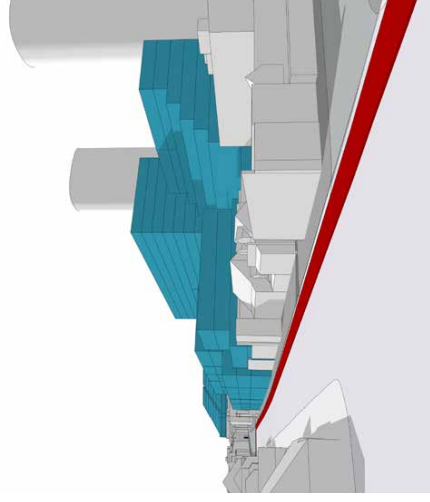
Option 3 - Mixed Use (Affordable Housing), SAP capped



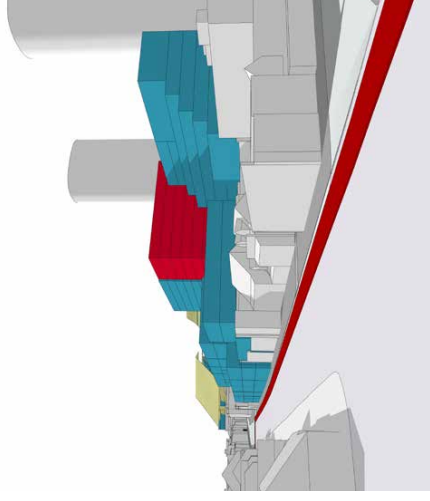
Option 1 - low scale, minimal height
VIEW 4 - ALONG BOTANY ROAD, NORTHWARD



Option 2 - maximised height, setback



Option 2A - maximised height, SAP capped



Option 3 - Mixed Use (Affordable Housing), SAP capped

WATERLOO METRO QUARTER

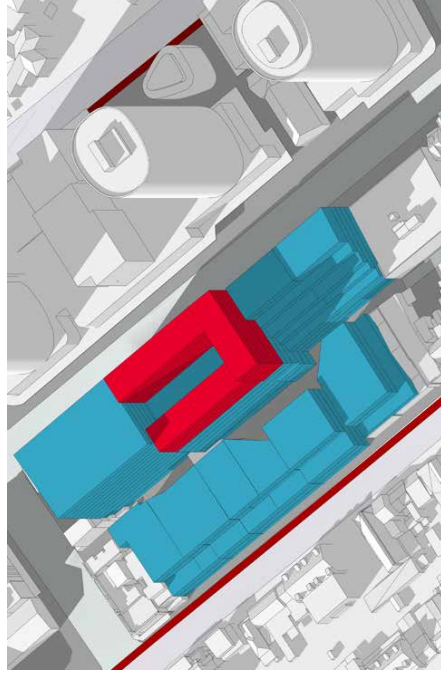
Aerial



Option 1 - low scale, minimal height



Option 2 - maximised height, setback



Option 3A - Mixed Use (Affordable Housing)



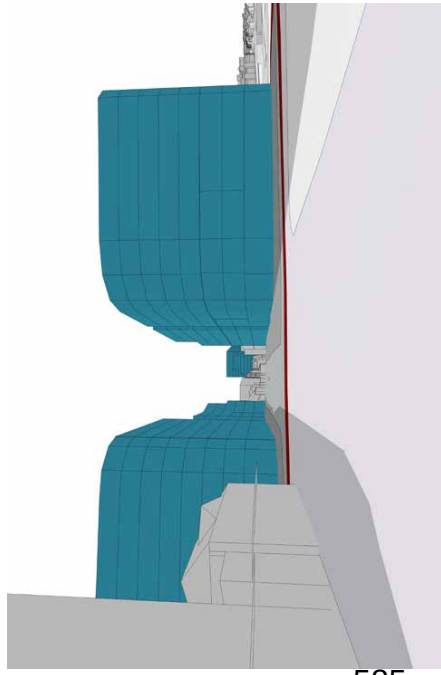
Option 2A - maximised height



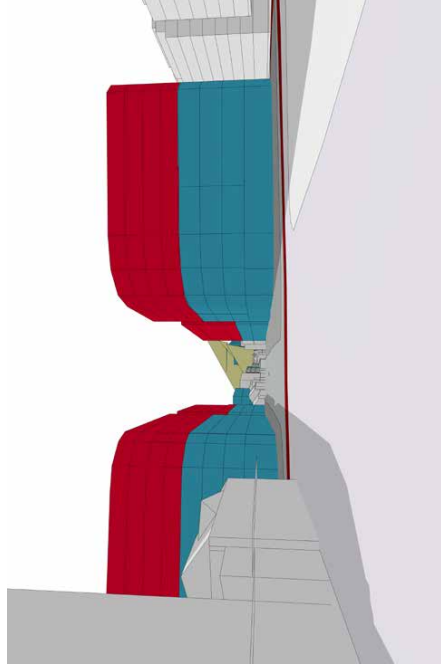
Option 3 - Mixed Use (Affordable Housing)

McEVoy STREET QUARTER

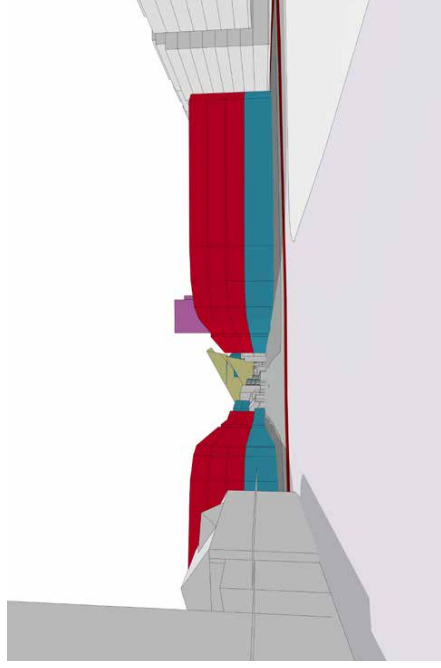
Botany Road



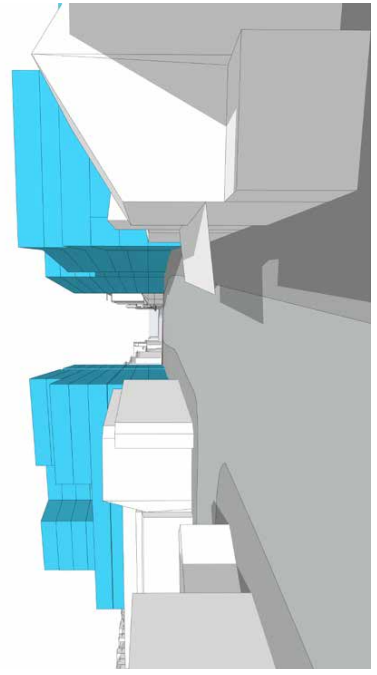
Option 1 - Commercial use
VIEW 1 - ALONG BOTANY ROAD, NORTHWARD



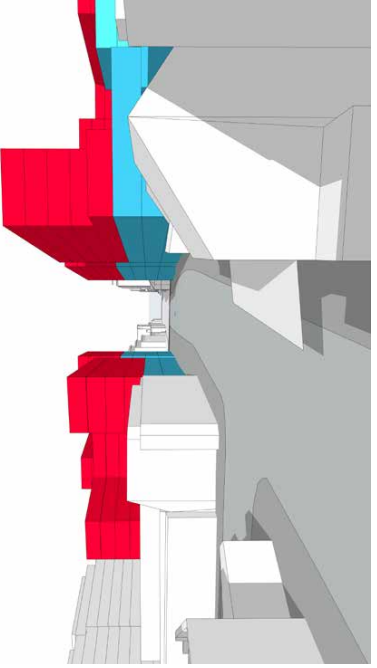
Option 2 - Mixed use



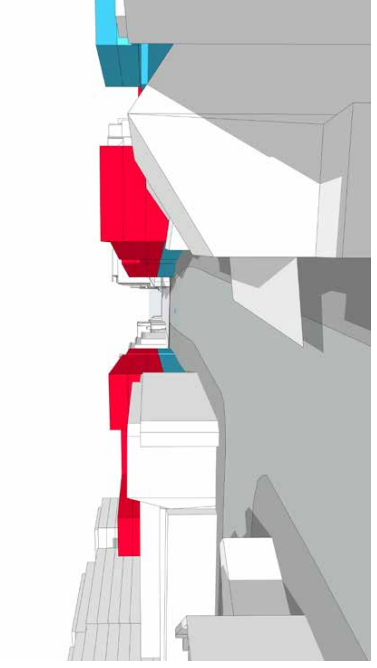
Option 3 - Mixed use



Option 1 - Commercial use
VIEW 2 - ALONG BOTANY ROAD, SOUTHWARD



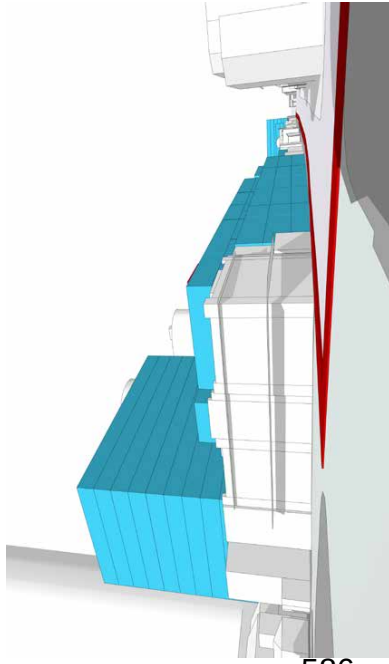
Option 2 - Mixed



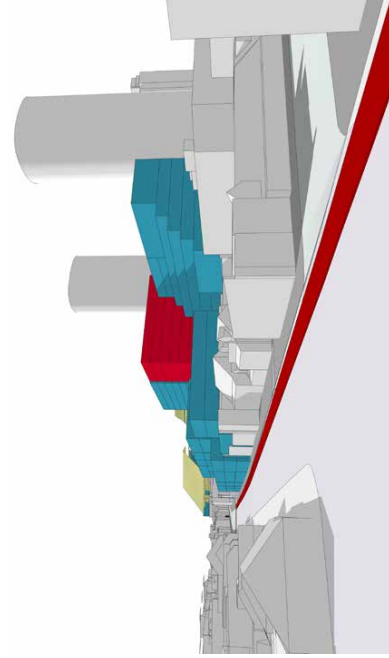
Option 3 - Mixed use

McEVoy STREET QUARTER

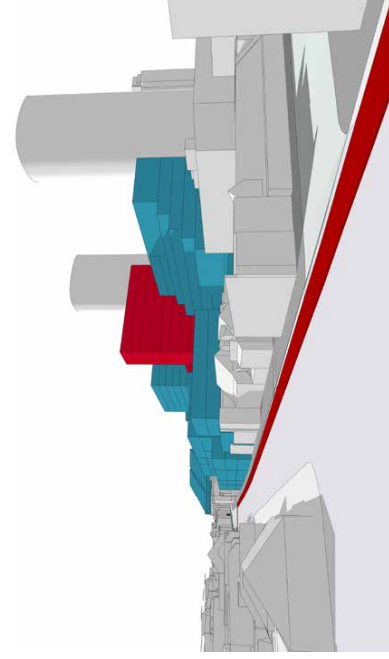
Wyndham Street



VIEW 1 - ALONG WYNDHAM ST. SOUTHWARD

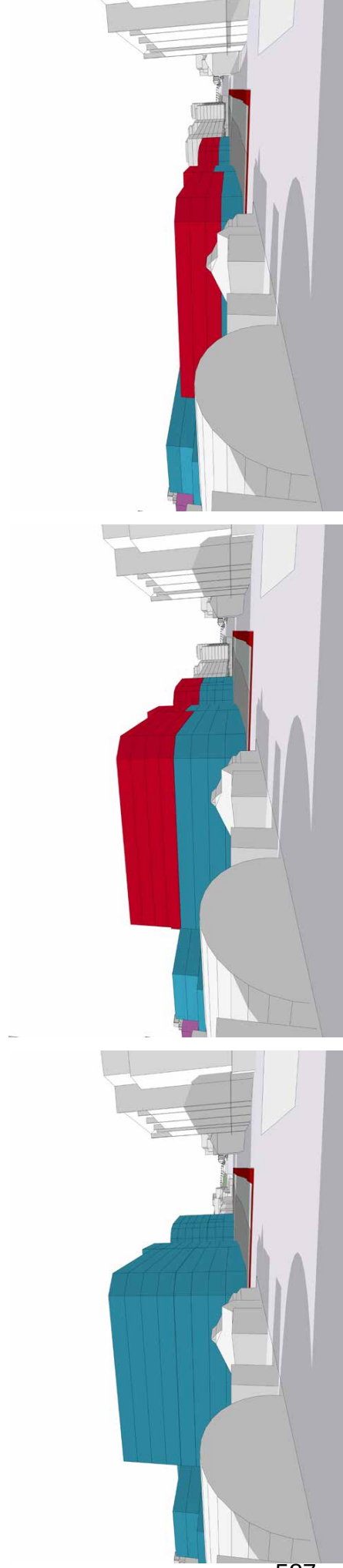


VIEW 2 - ALONG WYNDHAM ST. NORTHWARD



VIEW 3 - ALONG WYNDHAM ST. NORTHWARD

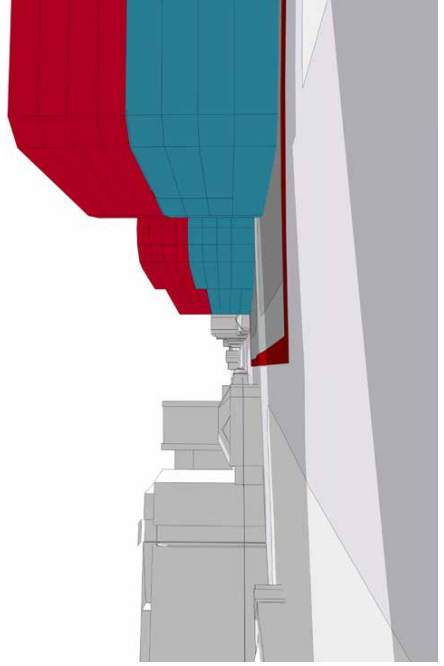
MCEVOY STREET QUARTER
McEvoy Street



Option 1 - Commercial use
VIEW 1 - ALONG MCEVOY ST, EASTWARD

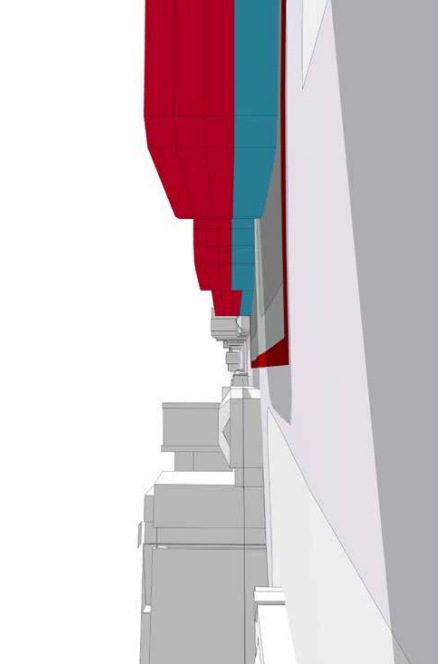
587

Option 2 - Mixed use



Option 2 - Mixed use

Option 3 - Mixed use

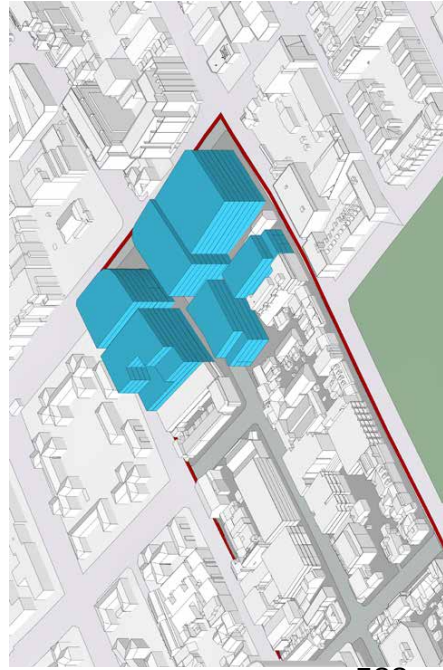


Option 3 - Mixed use

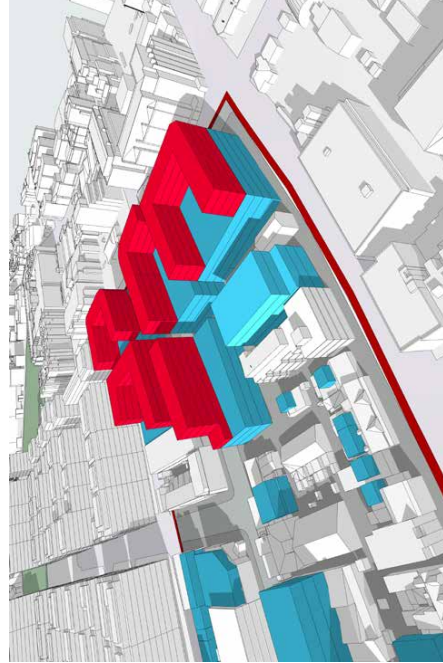
Option 1 - Commercial use
VIEW 1 - ALONG MCEVOY ST, WESTWARD

McEVVOY STREET QUARTER

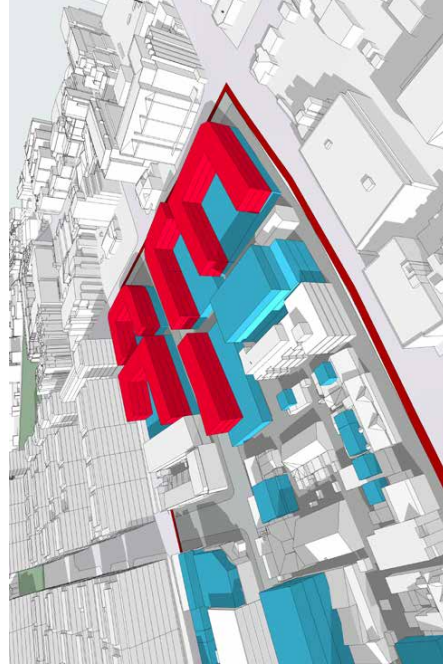
Aerial View



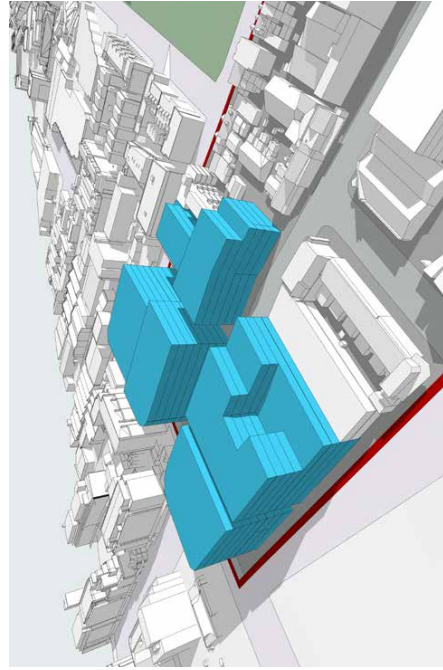
Option 1 - Commercial use
VIEW 1 - EASTWARD



Option 2 - Mixed use



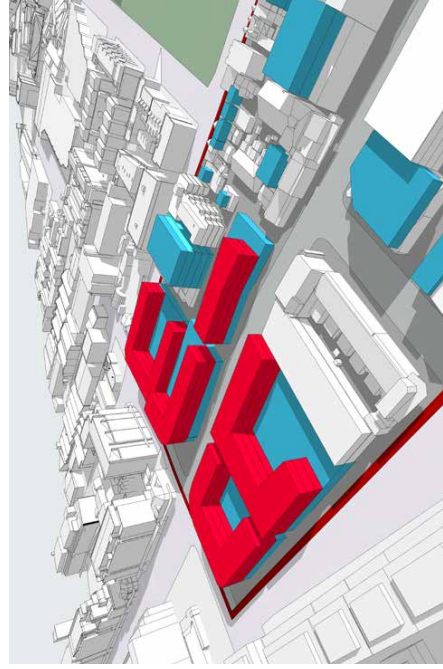
Option 3 - Mixed use



Option 1 - Commercial use
VIEW 2 - WESTWARD



Option 2 - Mixed use



Option 3 - Mixed use

7.3.4 Proposed Built form - floorspace yield

BIS EMPLOYMENT STUDY - URBAN DESIGN STUDY YIELD TABLE

*All GFA, GBA or Yield numbers are in m²

Street Name	Street Address	DIFFERENCE -				PRECINCT		SMOOTHED FSR	SMOOTHED TOTAL GFA YIELD (m ²) (assuming same efficiency as design work)
		PROPOSED FSR (GFA m ²)	EX FSR (GFA m ²)	PROPOSED GFA vs EX GFA	EX FSR CONTROL	PROPOSED FSR CONTROL	ROSEHILL OR MCEVOY		
Botany	100	4082	1128	2977	1.50	6.78	WMQ	6.5 (AA2)	3913
	108	3638	1455	3276	1.50	4.69	WMQ	4.5 (Y)	3491
	171B	11097	4085	8763	1.75	6.34	MCEVOY	6.3 ^	11097
	186-202	8265	3604	7597	1.50	3.44	MCEVOY	3.4 ^	8265
Botany	62-72	13084	2957	9543	1.50	6.64	WMQ	6.5 (AA2)	12808
	179-181	9224	2767	6662	1.75	5.83	MCEVOY	5.8 ^	9224
	204-218	9815	3425	6163	1.50	4.30	MCEVOY	4.3 ^	9815
	74-82/84-88	14288	3325	11459	1.50	6.44	WMQ	6.5 (AA2)	14421
Rosehill Wyndham	44-78	15978	4961	12148	2.00	8.59	ROSEHILL	8 (AC)	14881
	64	1020	465	767	2.00	4.87	WMQ	4.0 (X)	838
	216-220	13291	4125	11048	1.50	6.44	MCEVOY	6.4 ^	13291
	60-62	2189	1045	1688	2.00	4.19	WMQ	4.0 (X)	2090
70-72	66-68	1858	916	1391	2.00	4.05	WMQ	4.0 (X)	1835
	70-72	1902	937	1010	2.00	4.06	WMQ	4.0 (X)	1907
	78-82	2321	1163	1358	2.00	3.99	WMQ	4.0 (X)	
Grand Total		112050	36357	85848					107875

Difference between ex FSR vs Smoothed FSR GFA	
	71518

total Smoothed UD study output (includes additional commercial m ²)	
	123701

Additional Commercial

RWA Site TTFNSW REDFERN STN	14,400
RWA Site Regent St	2829
Metro OSD	33000
Current DA Capacity (2020)	4,783
TOTAL	52,183

BIS TARGET (m ²)	138,000
BRC STUDY OUTPUT* =	138,031

(excluded ATP - outside study area)

CITY OF SYDNEY BUILT FORM CONTROLS - URBAN DESIGN STUDY COMPARISON EXISTING vs. PROPOSED BUILT HEIGHT CONTROLS - YIELD TABLE

*GFA, GBA or Yield numbers are in m²

		EXISTING CONTROLS AND SITE CONDITIONS					DESIGN ASSUMPTION	PREFERRED BUILT FORM OPTION					
Data													
Street Name	Street/Address	EX SITE AREA (m2)*	EX BUILT GFA (m2)*	EX CONTROLS MAX GFA AREA (m2)*	EX CONTROLS ADDITIONAL GFA CAPACITY (m2)*	EX FSR CONTROL*	GFA EFFICIENCY (%)	PROPOSED TOTAL SITE GBA	PROPOSED TOTAL SITE GFA ^	DIFFERENCE - PROPOSED GFA / EX BUILT GFA (m2)	DIFFERENCE PROPOSED GFA / EX CONTROLS MAX GFA AREA (m2)	PROPOSED FSR CONTROL	DIFFERENCE FSR CONTROL (existing FSR vs proposed FSR)
Botany	100	752	1105	1128	23	1.50	0.80	5102	4082	2977	2954	6.78	5.28
	108	969	362	1455	1093	1.50	0.80	4548	3638	3276	2183	4.69	3.19
	171B	2334	2334	4085	1751	1.75	0.75	14796	11097	8763	7012	6.34	4.59
	186-202	2402	668	3604	3928	1.50	0.75	11020	8265	7597	4861	3.44	1.94
	62-72	1971	3541	2957	0	1.50	0.80	16355	13084	9543	10127	6.64	5.14
Botany	179-181	1581	2561	2767	206	1.75	0.80	11529	9224	6662	6457	5.83	4.08
	204-218	2283	3652	3425	0	1.50	0.75	13086	9815	6163	6390	4.30	2.80
	74-82/84-88	2217	2829	3325	497	1.50	0.80	17860	14288	11459	10963	6.44	4.94
Rosehill	44-78	2480	3830	4961	1130	2.00	0.75	21304	15978	12148	11017	8.59	6.59
Wyndham	64	233	253	465	212	2.00	0.90	1133	1020	767	554	4.87	2.87
	216-220	2750	2243	4125	2253	1.50	0.75	17722	13291	11048	9166	6.44	4.94
	36-50	884	2024	2211	187	2.50	0.80	3673	2938	914	727	3.32	0.82
	60-62	522	501	1045	544	2.00	0.90	2432	2189	1688	1144	4.19	2.19
	66-68	458	467	916	450	2.00	0.90	2064	1858	1391	941	4.05	2.05
	70-72	468	892	937	45	2.00	0.90	2113	1902	1010	965	4.06	2.06
	78-82	581	963	1163	200	2.00	0.90	2579	2321	1358	1158	3.99	1.99
Grand Total		22887	28226	38568	12518			147316	114989	86763	76421		

^ = efficiency applied

* = Generated from City of Sydney FES Data 2019 Capacity Table

CITY OF SYDNEY FLOOR SPACE EMPLOYMENT STUDY - URBAN DESIGN STUDY COMPARISON EXISTING vs. PROPOSED CAPACITY - YIELD TABLE

*All GFA, GBA or Yield numbers are in m2

		EXISTING CAPACITY UNDER CURRENT CONTROLS			PREFERRED OPTION	
		Data				
Street Name	Street Address	EX BUILT GFA	EX MAXIMUM GFA (BASED ON MAX FSR / HEIGHT CONTROL)	EX BUILT GFA vs EX CONTROL GFA	EX FSR CONTROL	PROPOSED TOTAL GFA
Botany	100	1105	1128	23	1.50	4082
	108	362	1455	1093	1.50	3638
	171B	2334	4085	1751	1.75	11097
	186-202	668	3604	3928	1.50	8265
	62-72	3541	2957	0	1.50	13084
Botany	179-181	2561	2767	206	1.75	9224
	204-218	3652	3425	0	1.50	9815
	74-82/84-88	2829	3325	497	1.50	14288
Rosehill	44-78	3830	4961	1130	2.00	15978
Wyndham	64	253	465	212	2.00	1020
	216-220	2243	4125	2253	1.50	13291
	36-50	2024	2211	187	2.50	2938
	60-62	501	1045	544	2.00	2189
	66-68	467	916	450	2.00	1858
	70-72	892	937	45	2.00	1902
	78-82	963	1163	200	2.00	2321
Grand Total		28226	38568	12518		114989

SUMMARY EXISTING CAPACITY

EXISTING GFA CAPACITY within Current Controls =	12518
EXISTING BUILT GFA =	28226

SUMMARY EXISTING CAPACITY VERSUS PROPOSED CAPACITY

TOTAL ADDITIONAL GFA = (Proposed GFA)	114989
TOTAL ADDITIONAL GFA ABOVE EX CONTROLS = (Proposed GFA - Ex Maximum GFA (based on FSR / Height Controls))	76421
TOTAL ADDITIONAL GFA ABOVE EX CONTROLS + EX CAPAC (Proposed GFA - Ex Built GFA + EX GFA DIFFERENCE)	99280

MCEVOY PRECINCT MIXED USE - URBAN DESIGN STUDY PROPOSED EXISTING HEIGHT CONTROLS - YIELD TABLE

*All GFA, GBA or Yield numbers are in m2

* = includes 0.5 bonus FSR for Green Square
 Indicates sites closer to heritage
 Indicates mcevoy heritage sites

EXISTING CONTROLS AND SITE CONDITIONS											MAX 4 STORIES (EX CONTROLS)							
Street Name	Address	SITEID_Split*	EX Site type (Capacity / Strata**)	EX SITE AREA*	EX BUILT GFA*	EX LEP FSR CONTROL*	FSR BONUS*	EX LEP FSR CONTROL MAX AREA (m2)**	EX ADDITIONA L GFA CAPACITY (m2)**	DESIGN EFFICIENCY	MAX STORIES		TOTAL AREA (GBA)	EFFICIENCY (GFA)	DIFFERENCE - PROPOSED GFA / EX BUILT GFA	MAX HEIGHT (STOREYS)	PROPOSED FSR (GFA)*	FSR CONTROL DIFFERENCE vs proposed**
Botany	179-181	104116	CAPACITY	1581	2561	1.75		2767	206	0.8	4 storeys (15m)	COMBINED	4213	3370	604	4	2.1	0.4
												COMM	1439	1151			0.7	-1.0
												RESI	2774	2219			1.4	-0.3
Botany	186-202	103839A	CAPACITY	2402	668	1.00	0.5	3604	3928	0.75	4 storeys (15m)	COMBINED	5111	3833	230	4	1.6	0.1
												COMM	3740	2805			1.2	-0.3
												RESI	1371	1028			0.4	-1.1
Botany	204-218	103838B	STRATA	2283	3652	1.00	0.5	3425	0	0.75	4 storeys (15m)	COMBINED	3998	2999	-426	4	1.3	-0.2
												COMM	1630	1223			0.5	-1.0
												RESI	2368	1776			0.8	-0.7
Botany	171B	104115	CAPACITY	2334	2334	1.75		4085	1751	0.75	4 storeys (15m)	COMBINED	5609	4207	122	4	1.8	0.1
												COMM	2191	1643			0.7	-1.0
												RESI	3418	2564			1.1	-0.7
Wyndham	216-220	103837	CAPACITY	2750	2243	1.00	0.5	4125	2253	0.75	4 storeys (15m)	COMBINED	5937	4453	328	4	1.6	0.1
												COMM	2231	1673			0.6	-0.9
												RESI	3706	2780			1.0	-0.5
TOTAL												24868	18862	857				
TOTAL COMM												11231						
TOTAL RESI												13637						

WATERLOO METRO QUARTER PRECINCT MIXED USE - URBAN DESIGN STUDY PROPOSED EXISTING HEIGHT CONTROLS - YIELD TABLE

*All GFA, GBA or Yield numbers are in m2

Street Name	Street Address	SITEID Split*	EX Site type (Capacity / Strata**)	KEY SITE YES OR NO	EX SITE AREA*	EX BUILT GFA*	EX LEP FSR CONTROL*	FSR BONUS*	TOTAL EX FSR	EX LEP FSR CONTROL MAX AREA (m2)*	EX ADDITIONA L GFA CAPACITY (m2)*	EFFICIENCY (%)	EX SITE AREA (m2)	PROPOSED FSR (GFA m2)	EX FSR (GFA m2)	DIFFERENCE - PROPOSED GFA vs EX GFA	EX FSR CONTROL	PROPOSED FSR CONTROL	FSR CONTROL DIFFERENCE	
Botany	74-82/84-88	103703/103704	STRATA	YES	2217	2929	1.50		1.50	3325	497	0.80	2217	COMM	4478	3326	5949	1.50	4	2
														RESI	4301					
														TOTAL		8778				

7.4 Transport and Access Scenarios Summary

Transport and Traffic Scenarios

These scenarios summarised are⁷²:

- Scenario 1 'Save Regent and Wyndham'
- Scenario 2 'Save Gibbons and Wyndham'
- Scenario 3 'North South High Streets'

Scenario three was identified as having the most advantages and was therefore elaborated into two sub options - Scenario 3A and 3B.

Scenario 3A focuses on implementing two-way traffic with 2 traffic lanes on Botany Road, Regent Street and Gibbons Street.

Scenario 3B focuses on implementing two-way traffic with 2 traffic lanes on Botany Road and Gibbons Street, but prioritises one lane traffic flow on Regent Street, to further enhance pedestrian safety and 'high street' place.

Both Scenarios retain a dog-leg transition for Henderson Road, primarily for heavy vehicles and dangerous goods vehicles.

Scenario 3B implements a three lane approach to Henderson Road, and aims for a separated cycleway along Henderson Road.

The advantages and disadvantages of each scenario can be seen in the adjacent tables.

Cattel Coopers Reports will be included as an appendices to this report. TBC WTH COS.



Future Traffic Lane Arrangements – Option 3A

- Traffic lane (NB / WB)
- Traffic lane (SB / EB)
- Parking / landscape
- Clearway (peaks) & parking (outside of peaks)



Future Traffic Lane Arrangements – Option 3B

- Traffic lane (NB / WB)
- Traffic lane (SB / EB)
- Parking / landscape
- Clearway (peaks) & parking (outside of peaks)

Traffic Direction and Road Pairs

It has been identified by various sources that there is opportunity to remove the one way pairs at Botany Road, Gibbons Street and Regent Street. There are multiple benefits to be seen from removal of the pairs particularly resident satisfaction, increased pedestrian traffic, increased property values and business revenue and generally revitalisation⁶⁷. This is particularly important on a Movement and Place classified High Street such as Regent Street, or Botany Road where pedestrians should be taking advantage of both sides of the road and the road's purpose is not just moving cars⁶⁸. Henderson Street is also disadvantaged by the one way pairs, suffering from long traffic change times, high traffic volumes, confusing vehicle driver intersections and lack of pedestrian safety. Further disadvantages of the existing one way pairs identified by Cattel Cooper are⁶⁹:

- Increased turning movements and operational impacts at the closely spaced Botany Road/Henderson Road/Raglan Street and Henderson Road/Wyndham Street intersections.
- Indirect northbound route resulting in traffic volumes and congestion on Wyndham Street of a level that is not appropriate to the character of the street and land uses.
- The splitting of traffic across Gibbons Street and Regent Street leads to significant delays for pedestrians due to the need to cross two busy road corridors to travel between the station and Redfern town centre.

The Jacobs Redfern to Eveleigh Corridor Traffic and Transport Report (June 2018) put forward two scenarios for changes to the one-way pairs within the study area. These scenarios briefly summarised are⁷⁰:

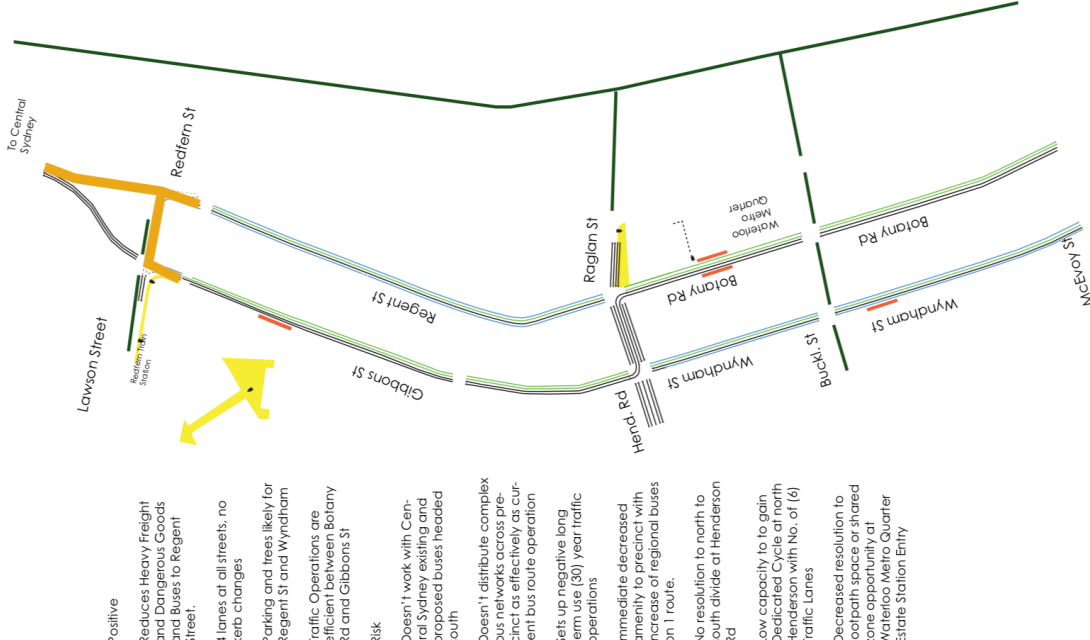
- **Removal of one-way pairs** - Implement two way pairs on Regent Street, Botany Road as main thoroughfare and remove the dogleg at Henderson Street.
 - Advantages: Solidify corridor as principal movement corridor; Simplified movements at Botany Road / Henderson Road / Raglan Street intersection; Reduced impacts on traffic flow resulting from significant pedestrian demands generated by Waterloo metro station; Local area traffic management on Wyndham and Gibbons streets required to maintain local access and discourage through traffic, enhancing safety and amenity.
 - Disadvantages: none identified in the report.
- **Implement one-way pair extensions** - with the aim to simplified movements at Botany Road / Henderson Road / Raglan Street intersections.
- Advantages: Possible opportunities for additional mid-block crossing opportunities.
- Disadvantages: Significant vehicle movements along northern section of

Wyndham Street would continue. Cattel Cooper has prepared scenarios that could be implemented to the two-way pairs to improve the vehicle conditions of Botany Road, Regent Street and Gibbons Street. These include considerations around⁷¹:

- which street would have the dominant flow - should Gibbons rather than Botany or vice-versa?
 - parking configurations
 - number of lanes
 - speed to be implemented
 - Traffic flows predicted
- The three scenarios focus on changes to the two way pairs between McEvoy Street

Scenario 01 'Save Regent and Wyndham'

- Bus Routes Future (Pentacore Report)
- Bus Routes Existing (Jacobs Report)
- Bus Interchange
- Road Interchange Entry-Concourse
- Road Entry
- Two Way Traffic
- One Way Traffic
- Traffic Lane (north bound)
- Traffic Lane (south bound)
- Parking/Cleanway/Tree/Verge/Bus Stop/Traffic

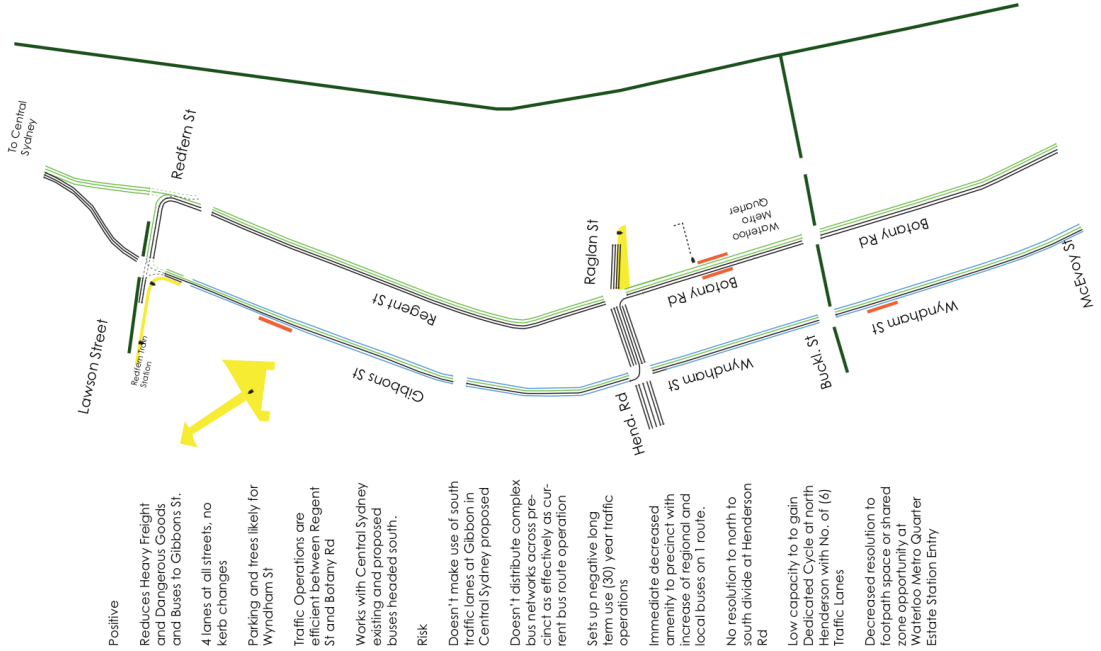


- Positive**
- Reduces Heavy Freight and Dangerous Goods and Buses to Regent Street.
 - 4 lanes at all streets, no kerb changes
 - Parking and trees likely for Regent St and Wyndham
 - Traffic Operations are efficient between Botany Rd and Gibbons St
- Risk**
- Doesn't work with Central Sydney existing and proposed buses headed south
 - Doesn't distribute complex bus networks across precinct as effectively as current bus route operation
 - Sets up negative long term use (30) year traffic operations
 - Immediate decreased amenity to precinct with increase of regional buses on 1 route.
 - No resolution to north to south divide at Henderson Rd
 - Low capacity to gain Dedicated Cycle at north Henderson with No. of (6) Traffic Lanes
 - Decreased resolution to footpath space or shared zone opportunity at Waterloo Metro Quarter Estate Station Entry

67: Article "elements of Access: One-Way Streets", David Levinson, <https://transport.org/2015/05/11/elements-of-access-one-way-streets/>
 68: Article "Decoupling - Two way conversions of One-Way Pairs: The Case of Botany Road", David Levinson, <https://transport.org/2017/11/17/Decoupling-Two-way-conversions-of-One-way-pairs/>
 69: Botany Road Corridor - Transport and Traffic Background Review, Cattel Cooper, 2020, p16-17.
 70: Botany Road Transport and Traffic Stage 2 Submission, Scenarios and Recommendations, Cattel Cooper, 2020, p16-17.
 71: Botany Road Transport and Traffic Stage 2 Submission, Scenarios and Recommendations, Cattel Cooper, 2020, p16-17.

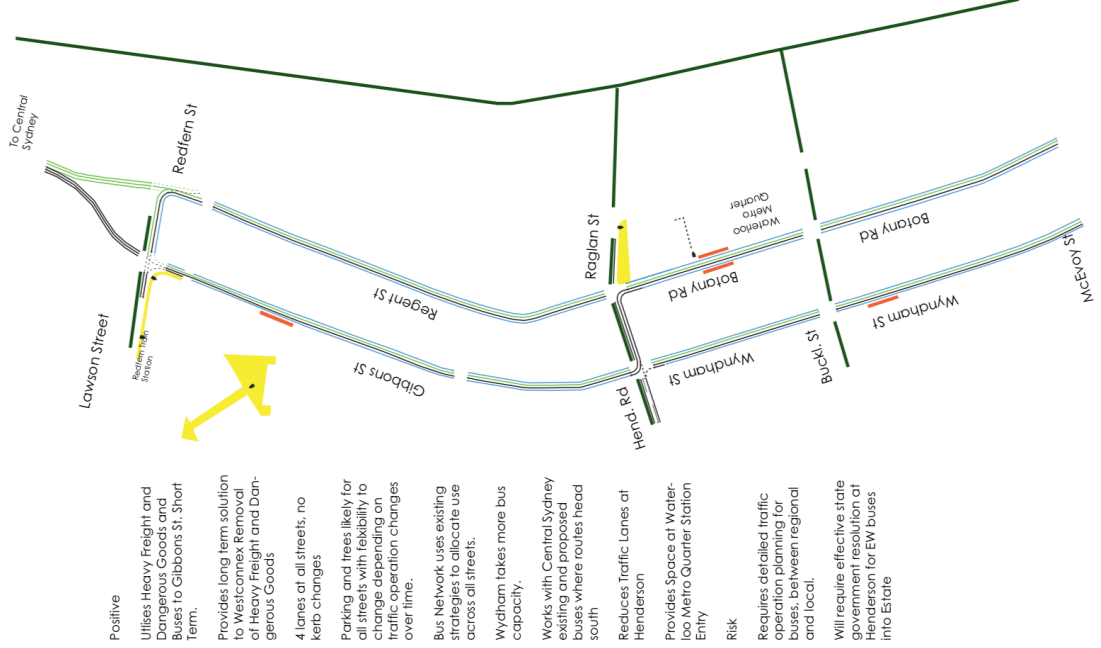
Scenario 02 'Save Gibbons and Wyndham'

- Bus Routes Future (Penttilä Report)
- Bus Routes Existing (Jacobs Report)
- Bus Interchange
- Bus Interchange Entry-Concourse
- Rail Entry
- Separated Cycle
- Traffic Lane (north bound)
- Traffic Lane (south bound)
- Parking/Clearway/Trees/Verge/Bus Stop/Traffic



Scenario 03 'North-South High Streets'

- Bus Routes Future (Penttilä Report)
- Bus Routes Existing (Jacobs Report)
- Bus Interchange
- Bus Interchange Entry-Concourse
- Rail Entry
- Separated Cycle
- Traffic Lane (north bound)
- Traffic Lane (south bound)
- Parking/Clearway/Trees/Verge/Bus Stop/Traffic



The Botany Road / Gibbons Street one-way pair stretch at Lawson Square northwards has various considerations to be taken in to account with any changes to the one-way pairs southward, including^{Figure 269:}

- should Botany Road and Gibbons both become two-way, or should Botany Road here not have any through traffic?
- could land be acquired at the Rail Corridor to allow for additional traffic lanes?
- could pedestrian amenity be improved in this location and what are the benefits?

TRAFFIC FLOW COMPARISONS									
Scenario	Street	AM peak hour (8am-9am)			PM peak hour (5pm-6pm)			Total	
		Northbound	Southbound	Total	Northbound	Southbound	Total		
Existing	Botany Rd	707	1053	1760	779	946	1725		
	Regent St	-	1712	1712	-	1837	1837		
	Gibbons St	1668	-	1668	1427	-	1427		
	Henderson Rd	1590 (west)	236 (east)	1807	1826 (west)	195 (east)	2044		
3A	Botany Rd	707	1053	1760	779	946	1725		
	Regent St	389	980	1369	393	906	1299		
	Gibbons St	1279	732	2011	1034	931	1965		
	Henderson Rd	712 (west)	480 (east)	1173	714 (west)	408 (east)	1146		
3B	Botany Rd	707	1053	1760	779	946	1725		
	Regent St	389	571	960	393	582	976		
	Gibbons St	1279	1141	2420	1034	1255	2288		
	Henderson Rd	712 (west)	869 (east)	1582	714 (west)	755 (east)	1469		

72: Article 'Decoupling - Two way conversions of One-Way Pairs: The Case of Botany And Gibbons in Redfern', David Levinson, <https://transports.ox.org/2017/11/17/decoupling-two-way-conversions-of-one-way-pairs/>

STREET CONFIGURATION UNDER EACH SCENARIO			
Street configuration	Existing	3A	3B
Botany Rd	4 lanes, 2 northbound, 2 southbound. - Western kerb (northbound) - AM and PM clearway, 1P. - Eastern kerb (southbound) - AM and PM clearway, no stopping, 1P. - Lane configuration remains in both future scenarios, with: - Bus/metro interchange with bus stops on both sides of the road. - Potential for mid-block signalised crossing. - Opportunity to utilise western setback to provide pedestrian amenity.		
Regent St	4 traffic lanes, southbound (one way). - Western kerb - AM and PM clearway south of Boundary, otherwise, mix of 1P, no stopping, bus zone. - Eastern kerb - otherwise, mix of 1P, no stopping, bus zones.	4 traffic lanes, 2 northbound, 2 southbound. - Peak period clearways - AM eastern kerb (southbound). - PM eastern kerb (southbound). - Opportunity for parking, planting, kerb outstands on western kerb (northbound). - Reduced traffic volumes (120% in AM and -29% in PM peak hours).	2 traffic lanes, 1 northbound, 1 southbound - Kerbside lanes provide opportunity for parking, planting, kerb buildouts. - Reduced traffic volumes (-44% in AM and -47% in PM peak hours) - Opportunity for zebra crossings.
Gibbons St	4 traffic lanes, northbound (one way). - Eastern kerb - AM and PM peak clearway, otherwise mix of parking and no stopping. - Western kerb - parking (1/2P, 2P and unrestricted), bus zones, no stopping.	4 traffic lanes, 2 northbound, 2 southbound - Peak period clearways - AM western kerb (northbound) - PM northbound and southbound - Increased traffic volumes (21% in AM and 38% in PM peak hours)	4 traffic lanes, 2 northbound, 2 southbound. - Peak period clearways - AM northbound and southbound - PM northbound and southbound - Increased traffic volumes (45% in AM and 60% in PM peak hours).
OVERALL			
	3A	3B	
Advantages	- Reduced traffic on Regent Street will support some place outcomes. - Reduced traffic on Henderson Road - potentially two traffic lanes can be reallocated to active transport (footpaths and/or separate cycleway). - Can simply intersections, reallocating time to pedestrian crossing.	- Reduced traffic on regent Street supports place outcomes - Regent St can become a high street similar to Crown Street. - Reduced traffic on Henderson Road - one traffic lane can be reallocated to active transport (footpaths or separate cycleway). - Can simplify intersections, reallocating time to pedestrian crossings. - Legible public transport interchanges at both Waterloo Metro and Redfern Station. - Future Transport identified city serving corridor reinforced on Gibbons Street supporting network legibility and serves reliability.	
Disadvantages	- Lack of network legibility for buses, traffic, freight. - Does not provide legibility bus/rail interchange at Redfern Station. - Increased traffic on Gibbons Street (lower increase than in 3B) - Movement and place both remain important on Regent Street which compromise outcomes for both.	Increased traffic on Gibbons Street (higher increase compared to 3A).	
Risks	- Regent Street becomes a vibrant street which would generally not be favoured by TfNSW due to poor safety outcomes. - Lack of network legibility (traffic and buses). - Increased traffic on Gibbons Street impacting residents.	- Increased traffic on Gibbons Street impacting residents. - Ability for Gibbons Street to accommodate northbound and southbound regional traffic flows needs further testing.	



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