

Attachment A2(a)

<p>Urban Design Study – Introduction – Botany Road Precinct</p>
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Botany Road Corridor Urban Design Study

Prepared by
Tonkin Zulaikha Greer Architects
For Council for the City of Sydney (Cos)
FINAL - March 2021

CITY OF SYDNEY 
tonkinzulaikha**greer** ARCHITECTS



ACKNOWLEDGMENT OF COUNTRY

The Council for the City of Sydney and Tonkin Zulaikha Greer would like to acknowledge the traditional owners and custodians of the land on which it works. We pay our respects to Elders past, present and future and acknowledge the Country, people and values of Aboriginal culture and Indigenous heritage present throughout the study area. The outcomes of the project are hoped to be a positive reflection of Country, Indigenous people and the value of the Aboriginal and Torres Strait Islander communities of which the area and land of this project are located on.

This study is based upon Aboriginal and Torres Strait Islander engagement undertaken during the project. This document therefore aims to put forward design principles that could enable a connection to Country voiced during those consultations. It is hoped that the principles presented here are engaging and representative of the goals for the Indigenous Communities comprising the study area. It is envisaged by the City of Sydney and TZG that further development of Indigenous Design Principles will be undertaken with the Indigenous Community, in a co-design process, to develop a strong and meaningful narrative for the area.

Aboriginal and Torres Strait Islander readers are advised that within this document there may be some images or depictions of Aboriginal and Torres Strait Islander elders past who may have died. The Story of the Community of Redfern / Waterloo could not be told without their valuable achievements.

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Executive Summary

This Report has been prepared by Tonkin Zulaikha Greer Architects to recommend new planning controls and public domain improvements for the Botany Road Corridor.

The urban design framework and strategic responses included within this report are intended to present an urban design vision for renewal of the Botany Road Corridor.

The urban design vision presented in this document aim to address Government planning objectives and provide an achievable urban strategy for renewal of the Botany Road Corridor.

The urban design vision presented within this report is intended to:

- Offer a holistic vision for Botany Road Corridor that proposes improvements to the public domain.
- Provides an illustrated scheme and a set of design components that aim to strengthen the social, historic and community aspects of the Botany Road Corridor.
- Respond to past and current analysis and technical investigation documents prepared through design explorations.

Report Purpose

The purpose of this report is to document an urban design vision that presents a vibrant and innovative strategic response to heritage, public domain and transport and movement. This report aims to:

- Provide a response to Indigenous heritage, social and cultural vision.
- Provide a response to public space, including biodiversity, green space tree canopy cover, walkability and strategic open space policies.
- Provide a response to studies for traffic, transport and Noise and Air Quality.
- Present a vision for achieving harmony between transport, traffic, movement and place within the study area.
- Provide functional pedestrian, cycle, and road configurations that work with the proposed built form, growth and future transport upgrades.
- Provide a vision for future built form that considers solar, wind, noise and air as well as the existing street typology conditions.
- Illustrate the desired future character for the area and how these relate to recommendations for City of Sydney LEP / DCP and Site Specific controls recommendations that could be implemented as future planning changes.

This report presents a holistic scheme for the public realm and built form of the Botany Road Corridor to support the local communities and the transport corridor that lie at its heart.





- Botany Road Corridor study area
- Existing Rail Corridor
- Botany Road Corridor

Figure 1: Regional Location Diagram showing the Botany Road Corridor within the City of Sydney LGA
Source: T23 overlay of Sydney LGA, Neermaps

Background

The Botany Road Corridor study area, (BRC) as shown in Figure 2 adjacent, forms part of a larger redevelopment zone and innovation corridor that is identified in NSW Government and City of Sydney Strategies. The area will go through significant change, with planned infrastructure projects and NSW Government led urban renewal developments set to transform the Redfern - Waterloo area.

The Botany Road Corridor is positioned within the City as a place with unique Indigenous history and social significance. The area is culturally rich, holding a strong sense of place and urban character with heritage value.

Within the framework of these planned changes, there is an opportunity to look further into the sense of place that shapes this area.

Framed within the context of the City of Sydney's future planning documents, this report will identify opportunities that can be realised with the future growth and development of the Botany Road Corridor.

The Botany Road Corridor study area is a parcel of land bounded by:

- Regent Street and Gibbons Street to the north at Redfern Street / Redfern Station. This area is a key connector to Redfern Street high street, a prominent community high street for the Redfern neighbourhood.
- To the east, the study area is defined by Jack Floyd Reserve, Cope Street and stretches south past Waterloo Metro Quarter and the Waterloo Housing estate, to McEvoy Street. Cope Street is characterised by existing residential and fine grain development and midway along it's length this character changes to the larger-scale Waterloo Metro Station development.
- To the west, the study area is defined by Wynndham Street which is characterised by a low scale, fine grain residential character, Henderson Road which is characterised by mixed development and busy traffic conditions, and Garden Street and Cornwallis Street which define the edge to the Australian Technology Park commercial precinct.
- To the south, the study area is bounded by McEvoy Street, a significant east-west connector used as a thoroughfare from Alexandria to Moore Park and beyond.

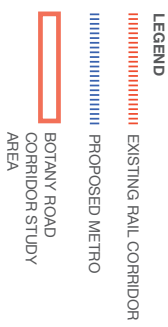


Figure 2: Botany Road Corridor Study Area Location Plan
Source: Neamaps with T23 overlay.

Study Structure

The study was undertaken in a four part process:

Stage 1 - Background Information Summaries

This stage prepared a consolidated, concise recap on research, background analysis and relevant planning policies related to the Botany Road Corridor Study Area.

A Background Information Summary was prepared to review all briefing information provided by the City of Sydney plus existing background analysis undertaken on the Botany Road Corridor in the past by other parties. The aim of these summaries was to provide TZG with a strong basis to commence Stage 2 of the Urban Design Study.

Stage 2 - Site Analysis, Opportunities and Constraints

This stage prepared local and regional context analysis that informed opportunities and constraints prepared on the study area. The stage also acted as the introduction sections to the final Urban Design Report allowing the team to prepare urban design massing option with detailed site knowledge.

This stage develops the DPIE's Draft Stage 1 Urban Design Report prepared by Hassell in 2018. Some mapping, analysis and work has been taken from those reports, and has been referenced appropriately throughout the report.

Stage 3 Urban Design Options

The purpose of this stage was to develop urban design options that explored potential land use and built form changes that could be implemented to encourage additional commercial or enterprise floor space within the Botany Road Corridor study area guided by urban design and heritage parameters.

A key objective was to identify opportunities to appropriately change planning controls to accommodate increased built form capacity for commercial or enterprise floorspace.

These urban design options also informed the development of the vision and urban design framework, particularly the built form response proposed within the urban design framework.

Three urban design options were prepared that address built form, floorspace yield and overshadowing impacts.

Two 'amalgamated options' were then developed based on outcomes and observations of the initial options to explore the detailed urban response and impacts such as view line, detailed overshadowing and built form response. One amalgamated option was selected with adjustments as a Preferred Design Option and was developed for the Urban Design built form framework.

Stage 4 Vision

The purpose of this stage is to document a preferred urban design option and outline the Vision, Urban Design Framework and Strategic Response to heritage, public domain and transport and movement.

This Report is to be read inconjunction with the following reports prepared simultaneously:

- Indigenous Heritage, Culture and Significance Report - Cox Hall Ridgeway (CIR)
- Non-Indigenous Heritage Report - Tonkin Zulaikha Greer (TZG)
- Transport Report - Cattel Cooper
- Air Quality and Noise Study- Botany Road Corridor - Todoroski Air Sciences

Study Objectives

The following outlines the project objectives for the BRC's Strategic Review:

Heritage

- Develop and respond to an understanding of the particular characteristics of the Study Area in relation to Indigenous and non-Indigenous heritage, including cultural, political, social and related economic significance.
- Celebrate the living culture of Aboriginal and Torres Strait Islander communities by growing the Eora Journey.
- Respond to the non-Indigenous heritage and archaeological significance of the area.
- Respond to the adjacent heritage conservation areas and the curtilage of significant heritage items.

Public Space

- Foster North/South connections linking Redfern, Waterloo and Green Square stations.
- Identify opportunities for Indigenous recognition in the public domain.
- Provide welcoming places for spontaneous public gathering.
- Design for future streets to increase accessibility and walkability, promoting retail and commercial activity at ground level.
- Provide recommendations for the achievement of a 40% tree canopy cover in public spaces, streets, open space and parks.
- Prioritise pedestrian comfort and amenity on streets.
- Provide space for people at transport interchanges including Redfern train station, the future Waterloo Metro and existing and new bus stops/interchanges.
- Protect public spaces, heritage areas, streets, open space and parks from overshadowing and uncomfortable wind conditions.
- Identify areas for water sensitive urban design.

Transport

- Minimise traffic generation and hierarchy of vehicle use (e.g. bus priority).
- Increase pedestrian accessibility through walkability, safety and street connections.
- Capitalise on the high level of public transport access between Redfern train station, the future Waterloo Metro and Green Square Station along the BRC that sit within 1600 meters of each other.
- Prioritise opportunities for pedestrian links or street share surrounding existing and proposed major transport interchanges.
- Create best practice for multimodal transport design, bus lanes, dedicated cycle paths and walking paths.
- Encourage active transport when developing design options and respond to the Regional Cycle Network and South East Sydney Transport Strategy.

Land Use

- Protect existing mixed-use business zones from further residential encroachment, particularly at Regent St/ Botany Rd and the industrial precinct around Young St.
- Provide amenity for the workers with essential retail infrastructure like banking, medical centres and places to eat and drink.
- Deliver significant employment spaces in urban renewal areas and State Significant Precincts that have not already been locked into residential use.
- Build on existing clusters of related business industries with sufficient floorplate sizes for retail, commercial, night time economy and creative use.
- Ensure built form controls provide for employment and productive uses.

Built Form

- Establish built form addressing floor plan design typologies that include retail space on the ground interfacing street level.
- Deliver various building typologies that provide workplaces and affordable dwellings, suitable for varying lot sizes.
- Establish urban and built form addressing heritage and conservation areas, solar, wind environment, ventilation, noise and air quality.
- Enable calculation of yields and analysis of heights and setbacks.
- Control built form to reduce overshadowing, especially of open space, and manage wind impacts on the public domain.

Health and Amenity

- Minimise noise and air pollution impacts to public space and sensitive uses, (e.g. residential use).
- Provide shade for streets and open space, with trees and awnings.
- Plan active transport routes with walking and cycle access to local shops, schools and workplaces.
- Identify open space and recreation needs.