Attachment A2(b)(ii)

Urban Design Study – 1 Urban Design Framework – Part 2 – Botany Road Precinct

1.2 Strategic Response to Indigenous Heritage

1.2.1 Vision for Indigenous Heritage

create a dynamic relationship with Country, Indigenous heritage and culture is to be the centre-point of the future of Botany community and culture. Indigenous Community is envisaged to Road Corridor. Co-design with the

domain are: Key strategic approaches within the public

- design song-lines to be implemented into the public domain, concieved as an Indigenous thread a tangible and material connection that makes the Develop and design narratives for invisible, visible.
- Within the public domain, includes interpretation, murals and artworks.
- Provide places that allow an opportunity for story-telling and sharing.

Create a meeting place that has a clear Indigenous sense of place and sense of

Create an Indigenous boulevard where

indigenous species are prioritised.

LEGEND

- Protect key open spaces: Alexandria Park, NCIE, Redfern Oval. Jack Floyd Reserve Indigenous interpretation, boulevard of native trees Sport and leisure location
- Performing arts location Civil rights location
- Early contact cocation Working life location

Aged care location

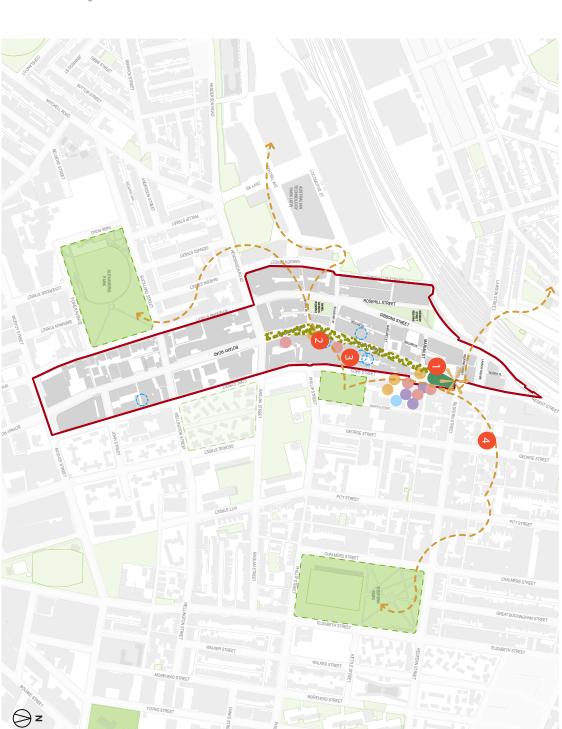
Education location

- Former location of significance
- 2 Regent Street Indigenous Boulevard

1 Jack Floyd Reserve

Figure 12: Map showing Indigenous Strategic approach.





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Community and Culture Connecting to all aspects of Country,

be done to bring Indigenous significance of place to the foreground including the A key finding from Indigenous Community prepared by CIR acknowledges more could not acknowledged as strongly as it could be. A statement of Aboriginal Significance indigeneity within the area is declining or fundamentally rooted in the present day. rich Aboriginal and Torres Strait Islander At the heart of Botany Road Corridor is a following draft principles: Consultation is that the visibility of history going back thousands of years and

- Development of a Cultural landscape
- Celebration of the area as an Aboriginal Precinct
- Acknowledgement of traditional
- Contribution of many nations
- Living Cultures
- Enlivening Country
- Strengthening community Inclusion and welcome
- Place of rights and self-determination
- Storytelling and truth in history

today and into the future of the area. and indigenous identity and history mean the traditional land owners, elders, Design Principles document is envisaged to be undertaken in future studies with define what people, community, Country local Indigenous community members to Metropolitan Aboriginal Land Council and Development of a detailed Aboriginal

when the co-design process is undertaken describes key areas that could be explored principles resulting from consultation and summary vision of CIR's draft design for the urban realm of Botany Road The adjacent diagram is therefore a



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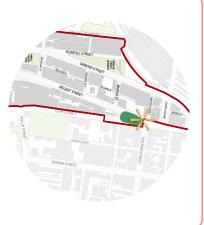
Figure 13: Botany Road Corridor Vision - Make visible Indigenous Culture through an Ochre thread

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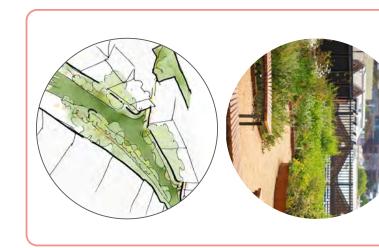
1.2.2 Indigenous place-making objectives

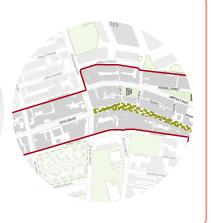




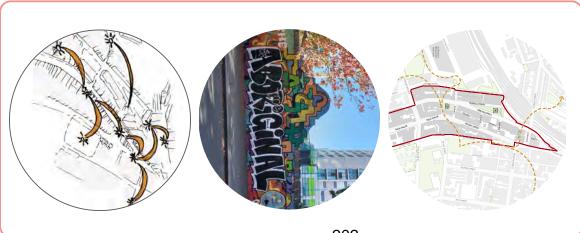


Make historical significance visible





Indigenous planting connection to Country



An Aboriginal Ochre thread of stories

Aspiration

Dynamic relationship / Aboriginal precinct / destination Unique sense of place / story telling Connection with Country / co-design

A centre of civil rights movement stories

Make the 'invisible' visible



Aspiration

Informal community meeting place

Inspirational space to share stories

Cultural sharing space and landscape

Engaging public domain / destination

Establish a gateway meeting place







Aspiration

creating a Connection Indigenous Planting

Canopy of indigenous trees lining streets Indigenous species

Reinforcing connection to Country and verges

Unique sense of place / education









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Aspiration

Acknowledge important sites of historic urban civil rights movement

Unique sense of place / centre of urban civil rights movement Story telling / interpretation / education

Heritage protection for significant Aboriginal and Torres Strait Islander sites, culture, landscape and country



Precedent: Yerrabingin House

Precedent: Indigenous Sense of Place - 'Gateway' / meeting place / place naming







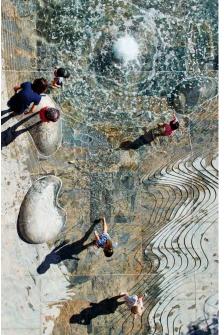














Precedents: The Ochre Thread - manifesting as Aboriginal Redfern Interpretation / Historically Significant Artwork



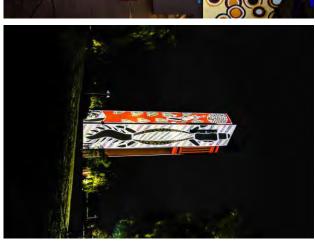














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Precedent: Design with Country - Indigenous Cultural Protocols and Indigenous Planting

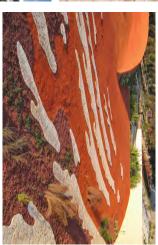
Note: Native species are to be checked with consultation and tree specialists for sustainability in the local environment









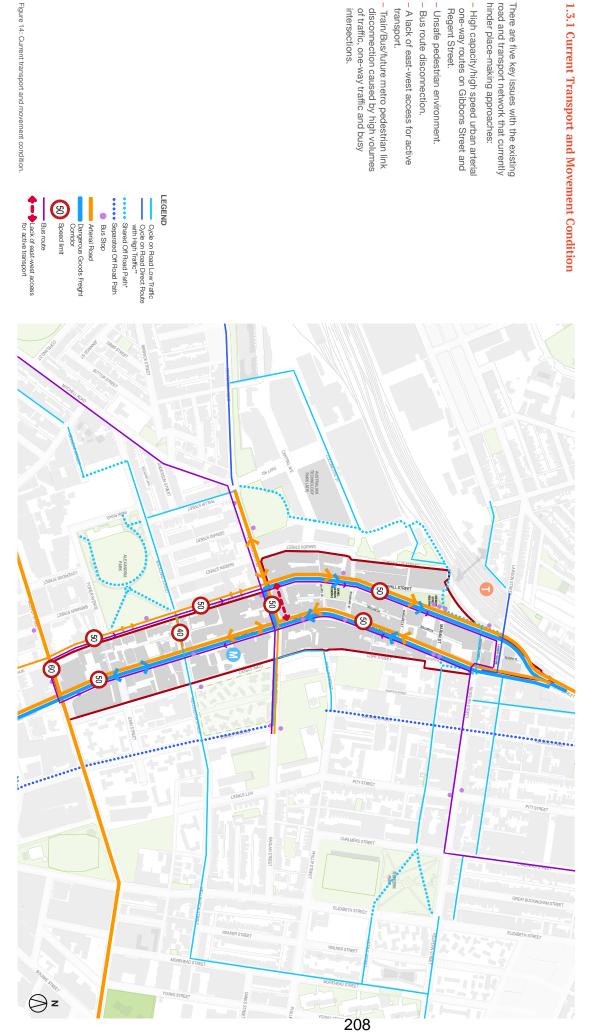




1.3 Strategic Response to Transport and Movement

hinder place-making approaches: There are five key issues with the existing road and transport network that currently

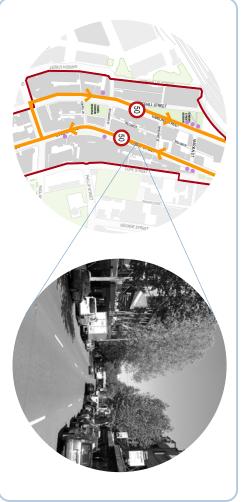
- High capacity/high speed urban arterial one-way routes on Gibbons Street and Regent Street.
- Unsafe pedestrian environment.
- Bus route disconnection.
- A lack of east-west access for active transport.
- Train/Bus/future metro pedestrian link disconnection caused by high volumes of traffic, one-way traffic and busy intersections.



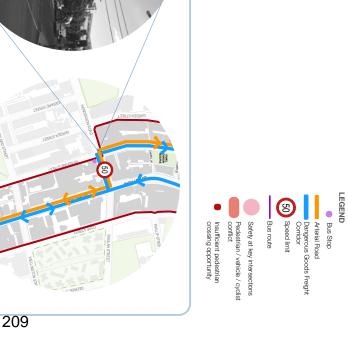
LEGEND

1.3.2 Current Transport Failings

One-way pairs - high capacity/ high speed



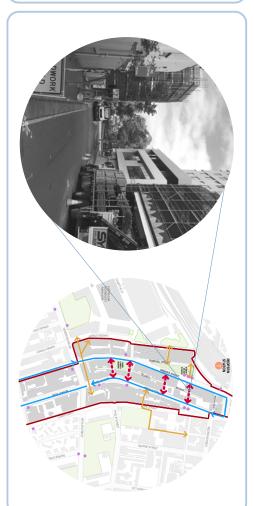
Dog-leg intersection



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Pedestrian/transport connection - bus route disconnection

Pedestrian safety



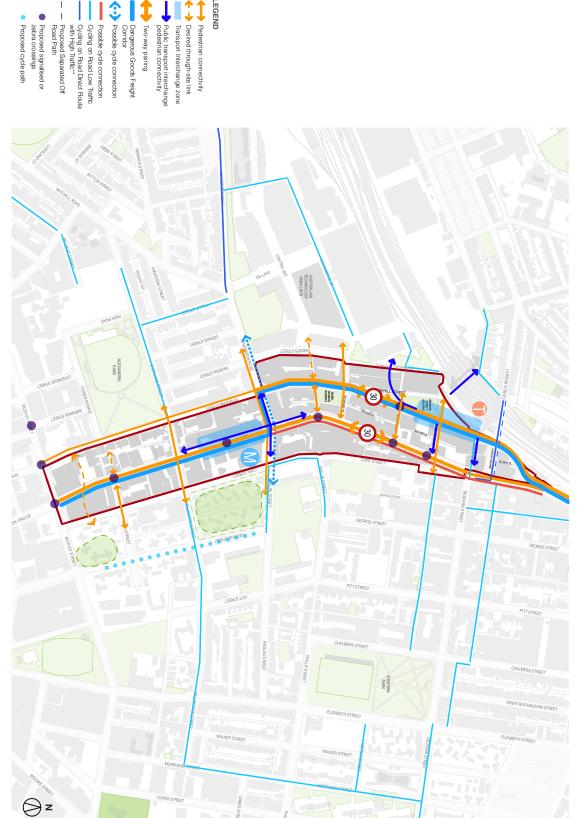
1.3.3 Proposed Transport and Movement Plan

To remediate undesirable transport and road conditions, and to assist with place-making objectives, the following road initiatives and improvement are recommended:

- Implement two-way directional traffic along Gibbons and Regent Street.
- Return to safe transport speeds, safe pedestrian routes with two-way pairing (30 km/h).
- Improved public transport passenger links (train, bus, metro).
- Easy bus route access in both directions.
- Improved pedestrian east-west connection.

Increase safe pedestrian zebra crossings.

Improved east-west cycleway connection.



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1.3.4 Transport and Movement Improvement Objectives Improved two-way traffic











Legible Bus/Metro interchange



Active laneways / shared zones

Aspiration

Shared zones for vehicles, pedestrians, patrons Level surfaces/simplified kerbs Flexible uses of the public domain

Designated textures demarcating various zones



Improved two-way traffic

Shared Zones Active Laneways /

Solutions **Improved Traffic**

Aspiration

Active street frontages

arterial routes Remove high capacity, high speed urban

Return to safe, slow speeds Engaging public domain



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Legible Bus / Metro interchange

Aspiration

Auckland

Precedent: O'Connor

Activate public space

Public domain destination with clear identity Ease of movement for transport users

Facilitates safe, legible arrival and departure

Precedent: Future Kings Cross Square, London

Aspiration

Easy, walk-able streets

Promote well-being and active lifestyles

Reinforce public safety and ease-of-use of popular Support transport thoroughfares and cycleways

Successful road space allocation for pedestrians and cyclists thoroughfares