

Attachment A2(b)(ii)

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

1.2 Strategic Response to Indigenous Heritage

Connecting to all aspects of Country, Community and Culture

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

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

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

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



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

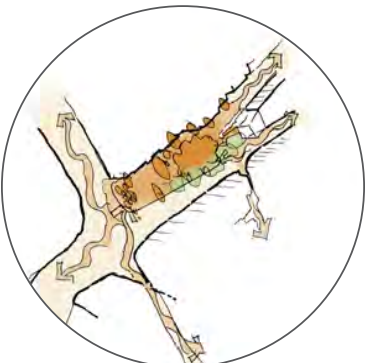
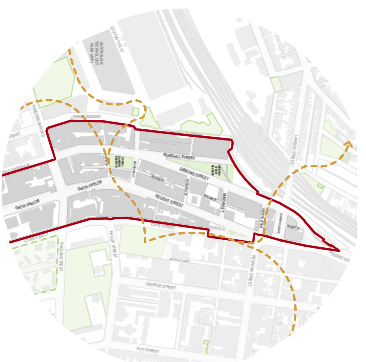
1.2.2 Indigenous place-making objectives

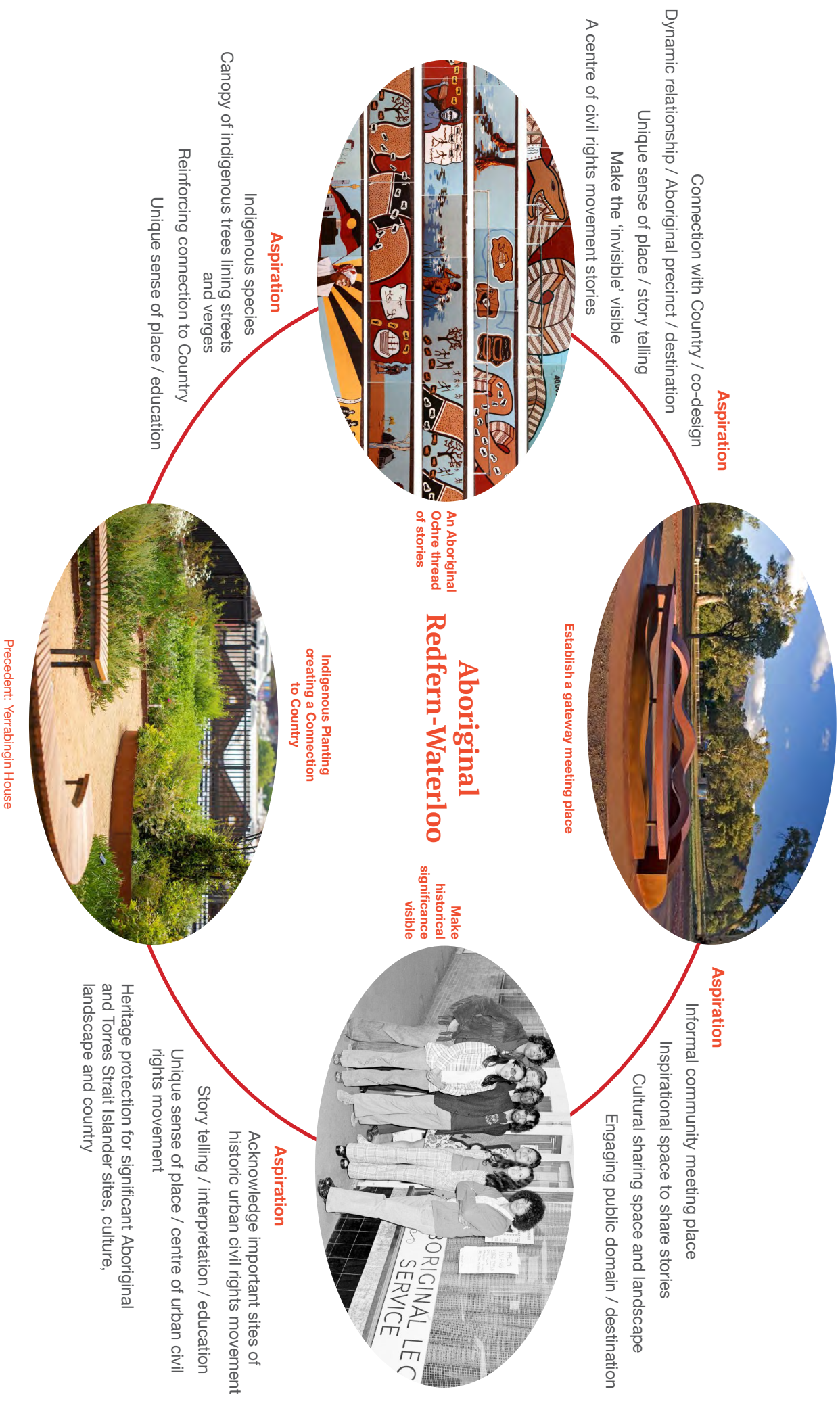
Establish a gateway meeting place

Make historical significance visible

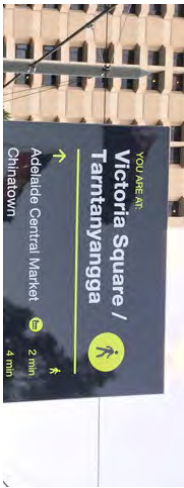
Indigenous planting connection to Country

An Aboriginal Ochre thread of stories

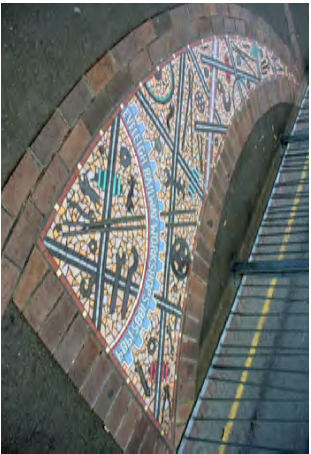




Precedent: Indigenous Sense of Place - 'Gateway' / meeting place / place naming

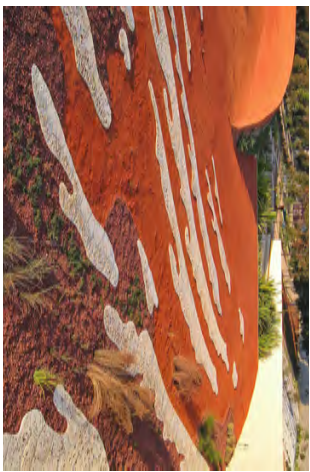


Precedents: The Ochre Thread - manifesting as Aboriginal Redfern Interpretation / Historically Significant Artwork



- 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

1.3.1 Current Transport and Movement Condition

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

- 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.

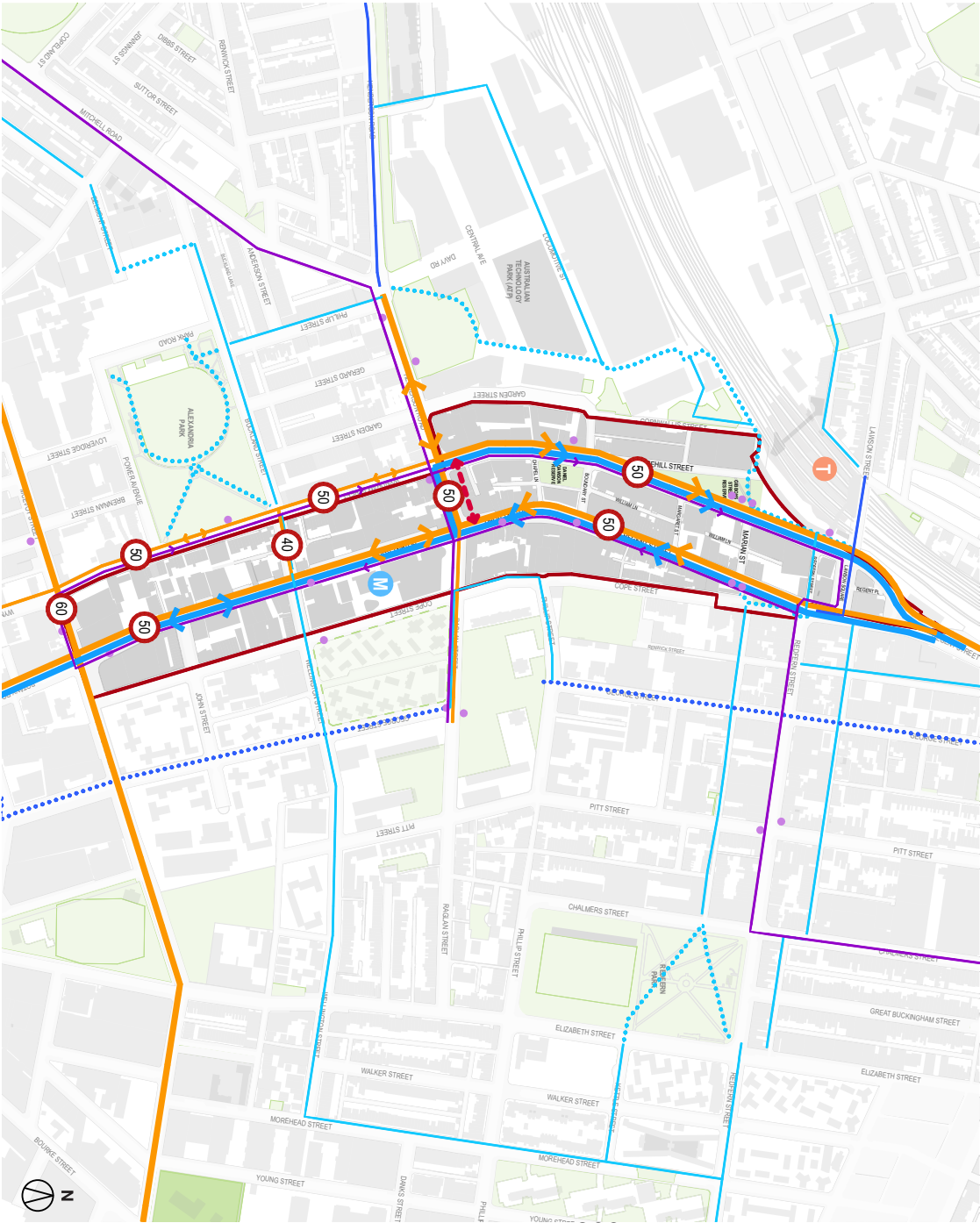


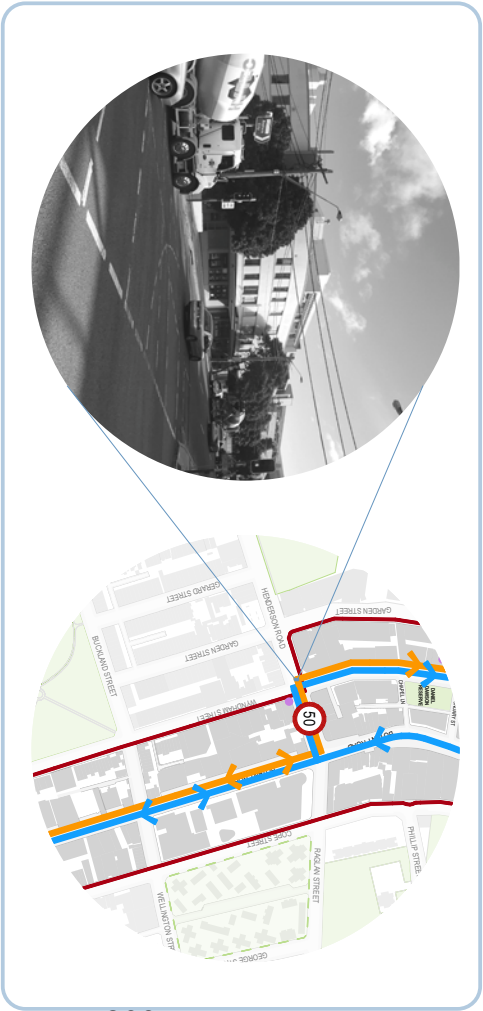
Figure 14: Current transport and movement condition.

1.3.2 Current Transport Failings

One-way pairs - high capacity/ high speed



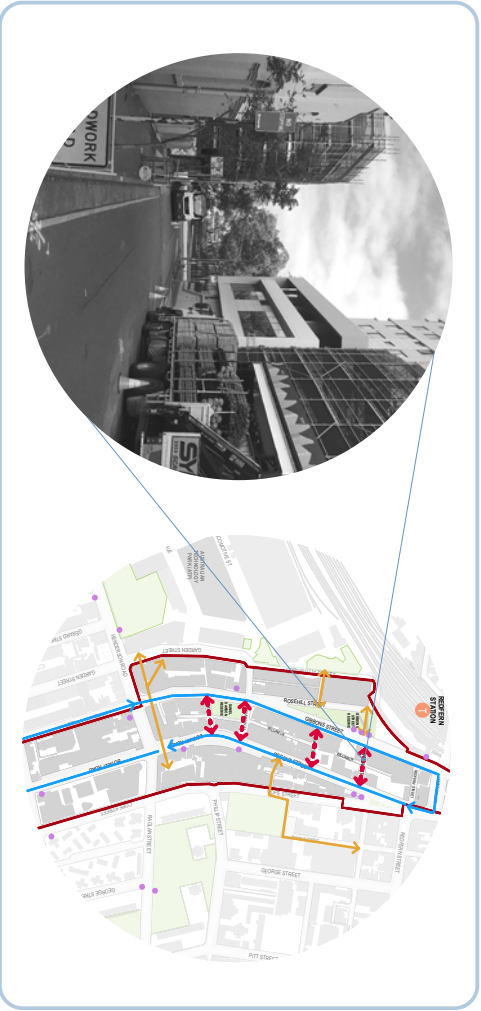
Dog-leg intersection



Pedestrian safety



Pedestrian/transport connection - bus route disconnection



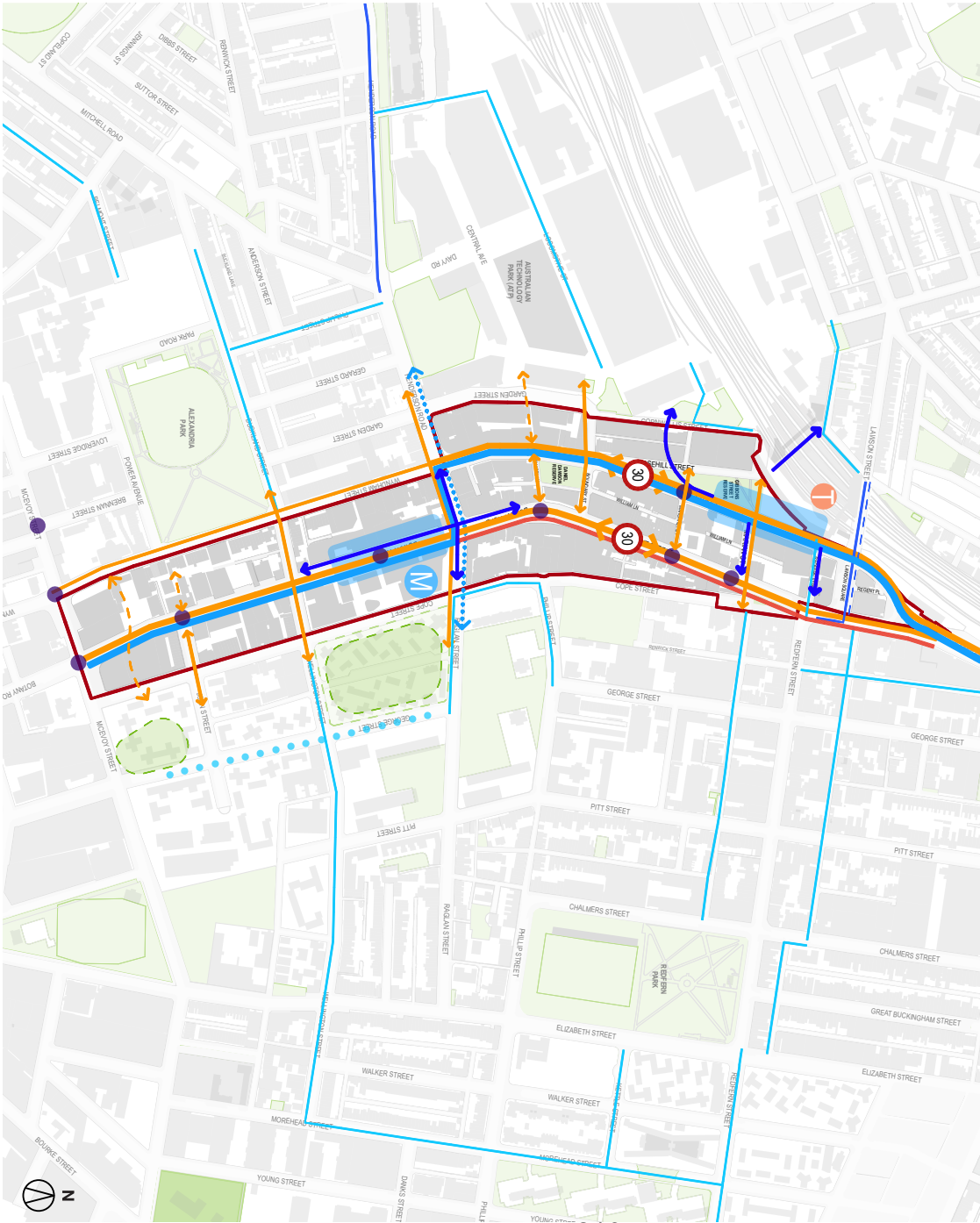
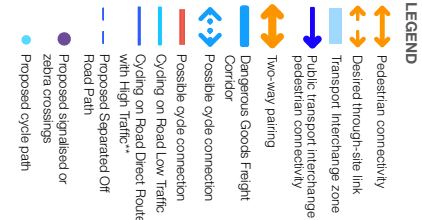
- LEGEND
- Bus Stop
 - Arterial Road
 - Dangerous Goods Freight Corridor
 - Speed limit 50
 - Bus route
 - Safety at key intersections
 - Pedestrian / vehicle / cyclist conflict
 - Insufficient pedestrian crossing opportunity

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.
- Increase safe pedestrian zebra crossings.
- Improved pedestrian east-west connection.
- Improved east-west cycleway connection.

Figure 15: Transport and Movement strategic approach



1.3.4 Transport and Movement Improvement Objectives

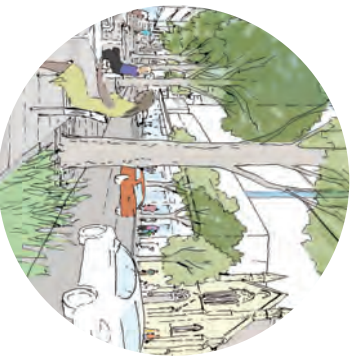
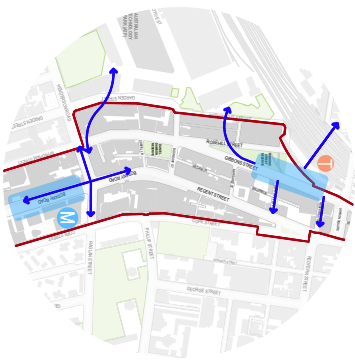
Improved two-way traffic



Improved east/west connection



Legible Bus/Metro interchange



Active laneways / shared zones



Precedent: King Street, Newtown



Aspiration

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

Improved two-way traffic

Improved Traffic Solutions

Active
Laneways /
Shared Zones



Precedent: O'Connor
Street,
Auckland

Aspiration

Activate public space
Ease of movement for transport users
Public domain destination with clear identity
Facilitates safe, legible arrival and departure

Legible Bus / Metro interchange



Precedent: Future Kings Cross Square, London

Aspiration

Active street frontages
Remove high capacity, high speed urban arterial routes
Return to safe, slow speeds
Engaging public domain



Precedent: Bourke
Street
Cycleway

Aspiration

Easy, walk-able streets
Promote well-being and active lifestyles
Support transport thoroughfares and cycleways
Reinforce public safety and ease-of-use of popular thoroughfares
Successful road space allocation for pedestrians and cyclists