

## **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

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

Key strategic approaches within the public domain are:

- Develop and design narratives for design song-lines to be implemented into the public domain, conceived as an Indigenous thread - a tangible and material connection that makes the 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 arrival.
- Create an Indigenous boulevard where indigenous species are prioritised.
- Protect key open spaces: Alexandra Park, NCIE, Redfern Oval.

- 1 Jack Floyd Reserve
- 2 Regent Street Indigenous Boulevard

Figure 12: Map showing Indigenous Strategic approach.





### 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.

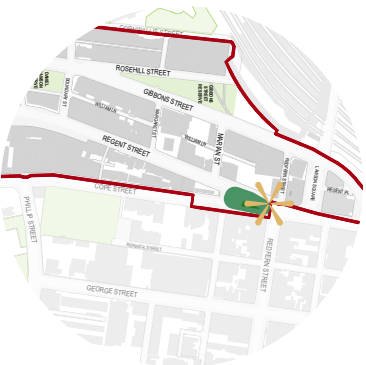
The adjacent diagram is therefore a summary vision of CIR's draft design principles resulting from consultation and describes key areas that could be explored when the co-design process is undertaken for the urban realm of Botany Road Corridor.



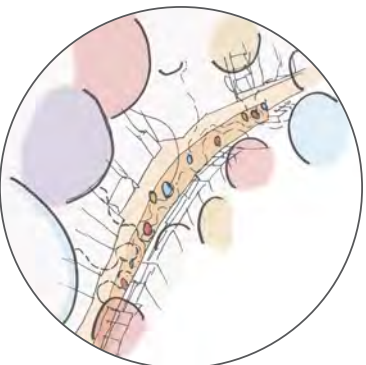
Figure 13: Botany Road Corridor Vision - Make visible Indigenous Culture through an Ochre thread

## 1.2.2 Indigenous place-making objectives

Establish a gateway meeting place



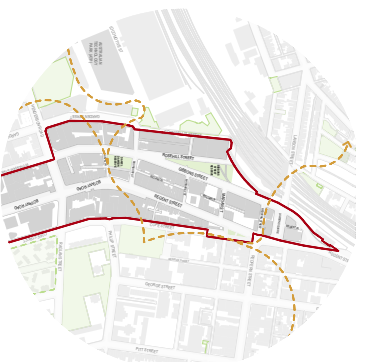
Make historical significance visible



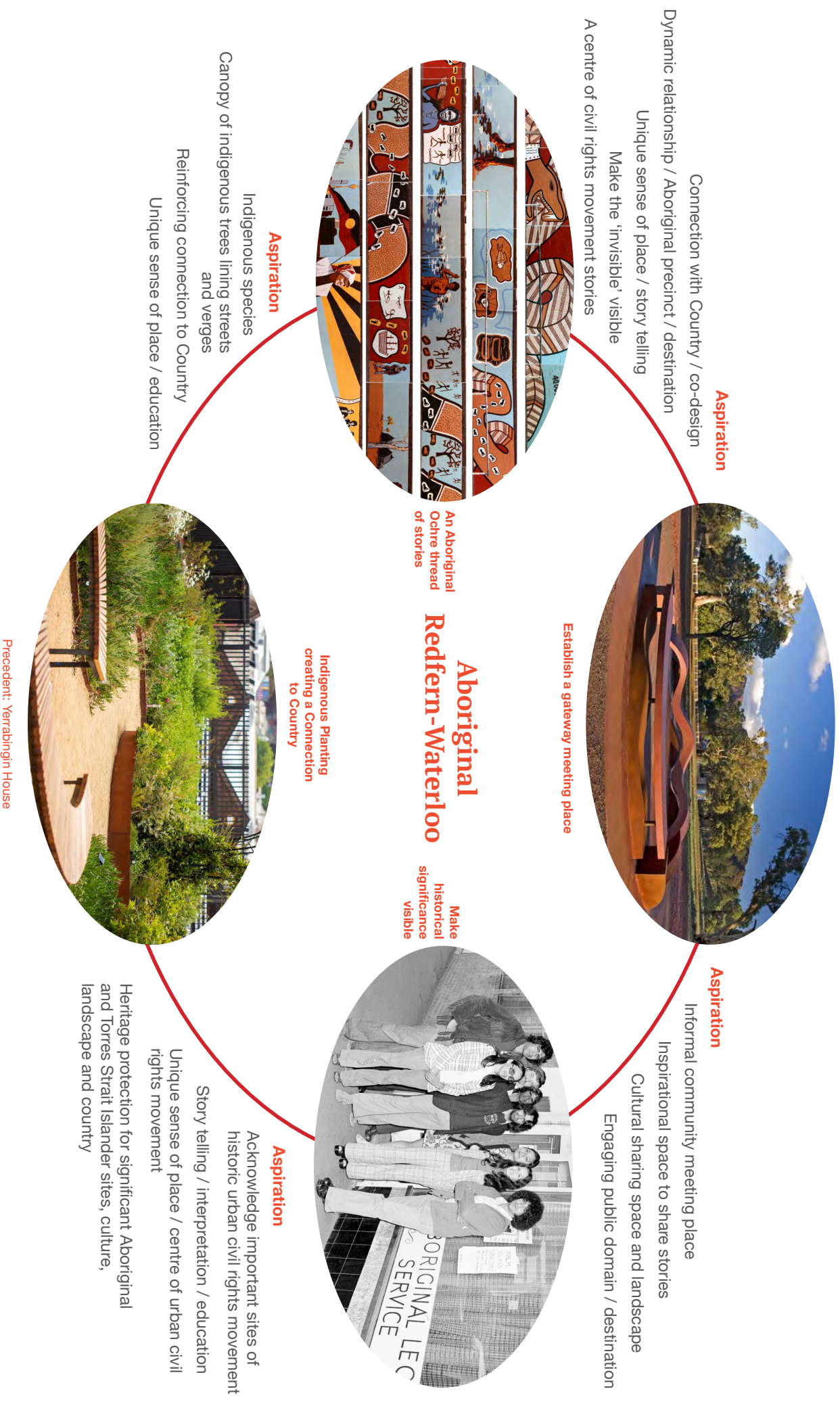
Indigenous planting connection to Country



An Aboriginal Ochre thread of stories







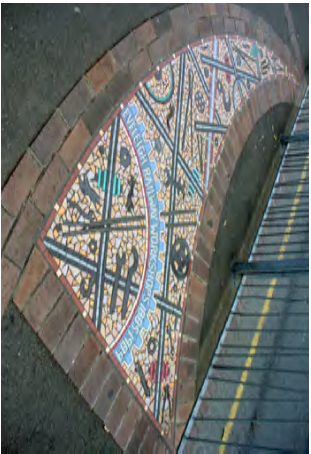


Precedent: Indigenous Sense of Place - 'Gateway' / meeting place / place naming





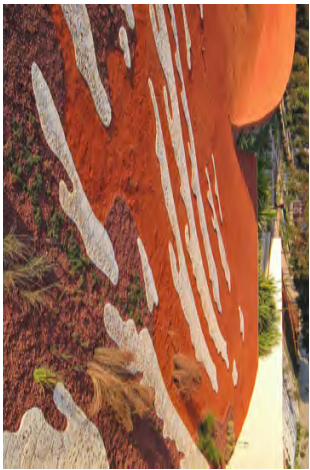
Precedents: The Ochre Thread - manifesting as Aboriginal Redfern Interpretation / Historically Significant Artwork





**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



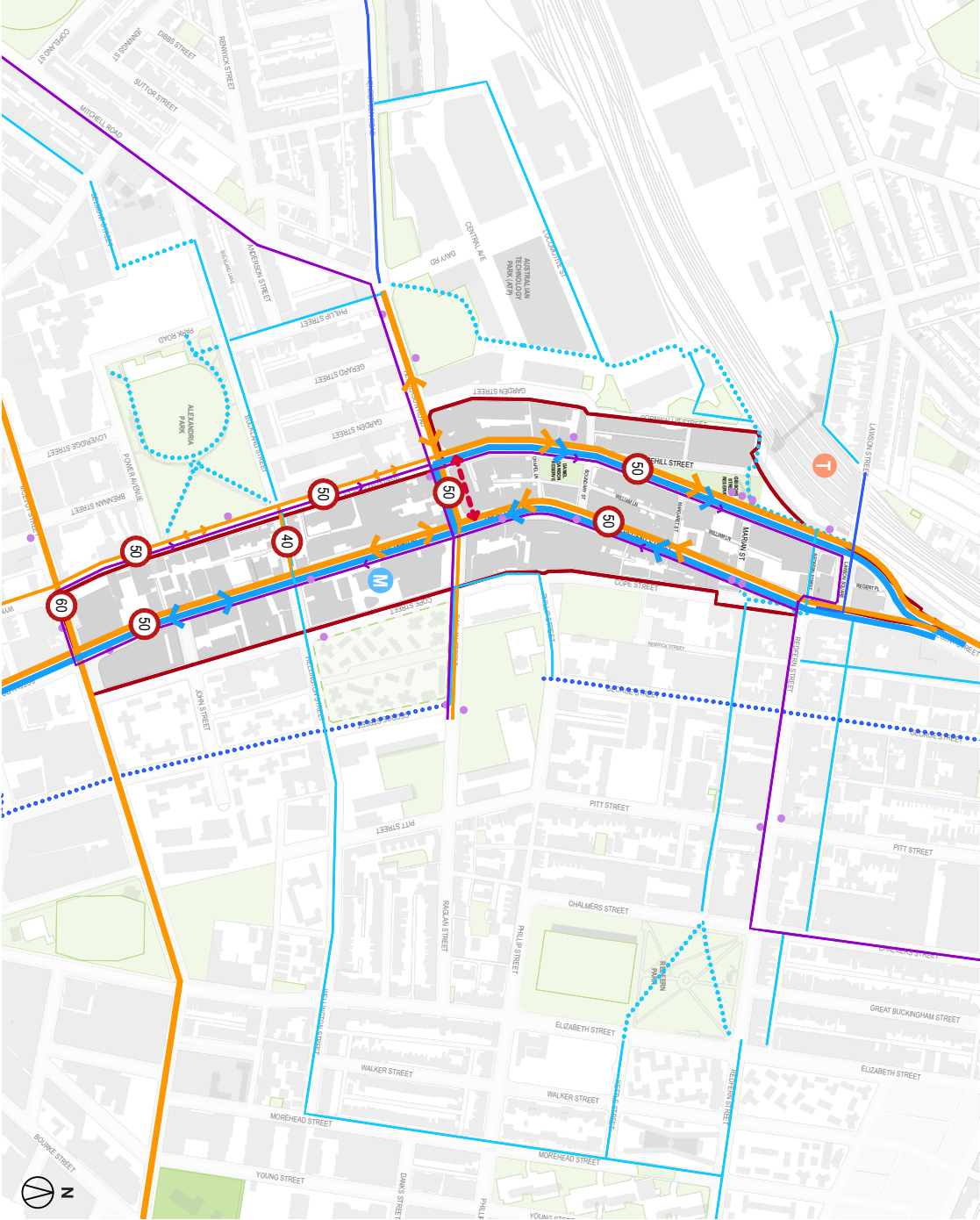
## 1.3 Strategic Response to Transport and Movement



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.





1.3.2 Current Transport Failings

One-way pairs - high capacity/ high speed



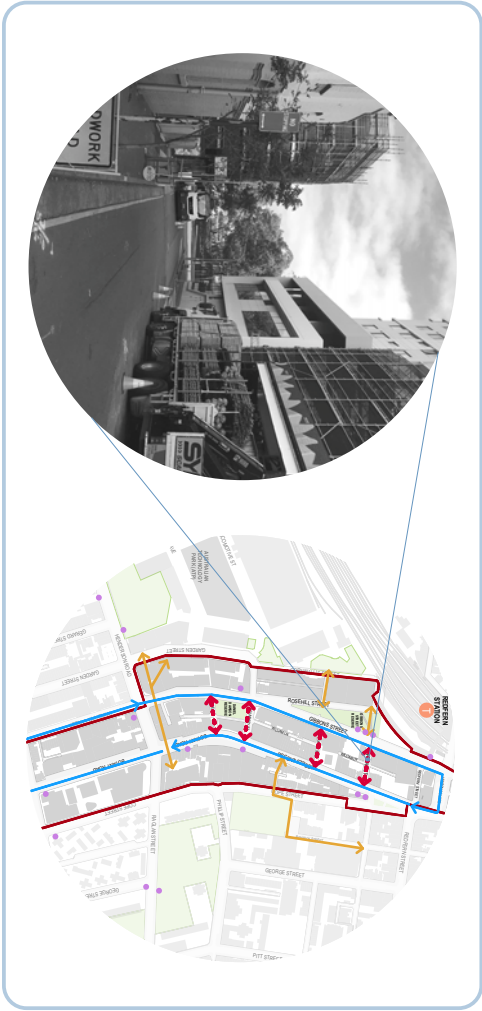
Dog-leg intersection



Pedestrian safety



Pedestrian/transport connection - bus route disconnection



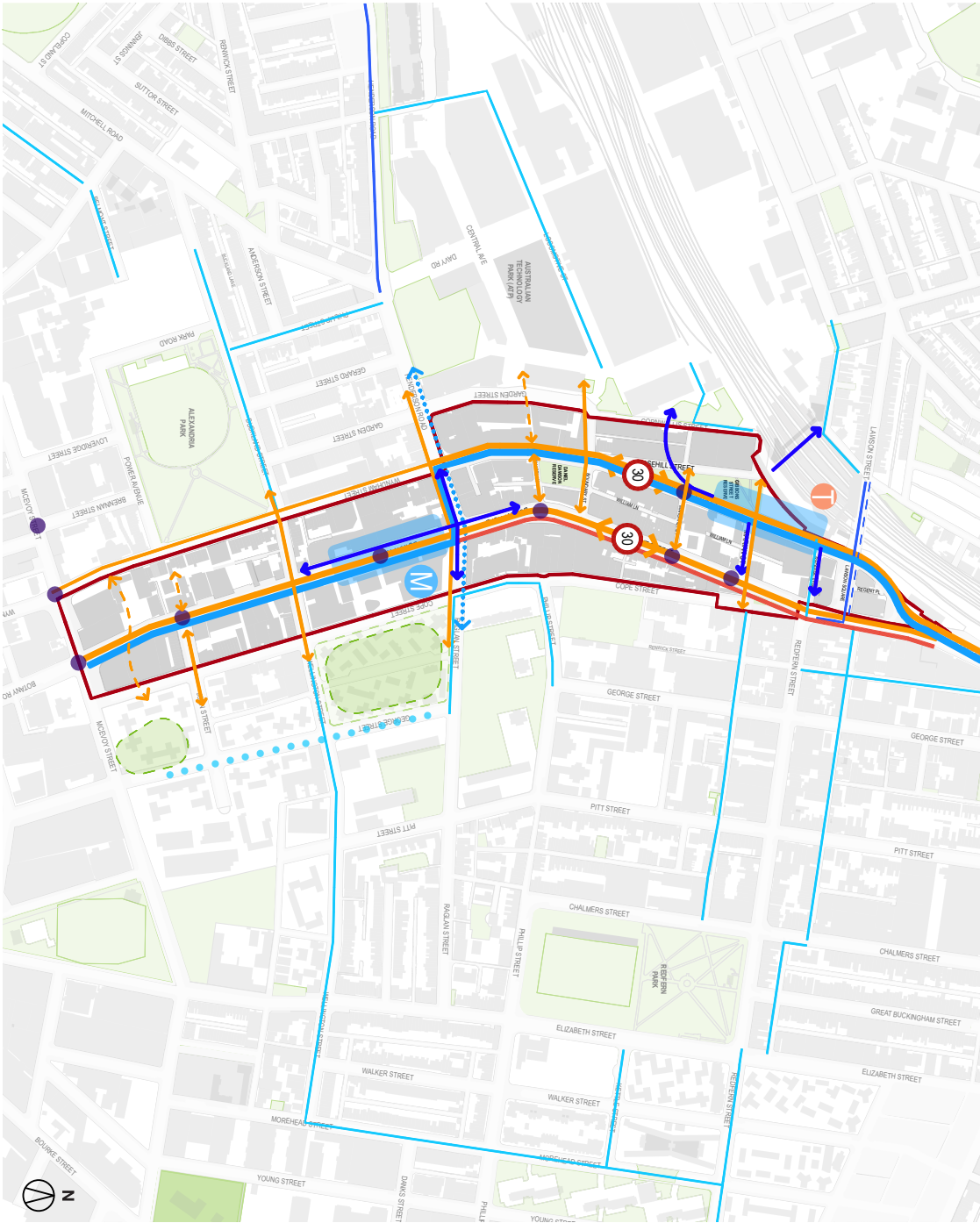
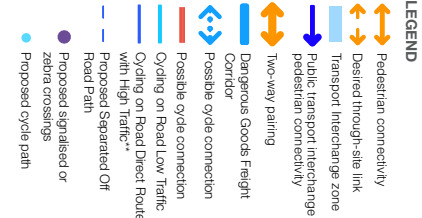
- LEGEND
- Bus Stop
  - Arterial Road
  - Dangerous Goods Freight Corridor
  - Speed limit 50
  - Bus route
  - Safety at key intersections
  - Pedestrian / vehicle / cyclist conflict
  - Insufficient pedestrian crossing opportunity

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

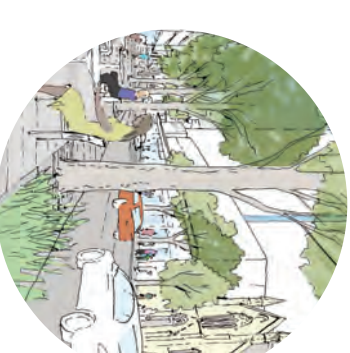
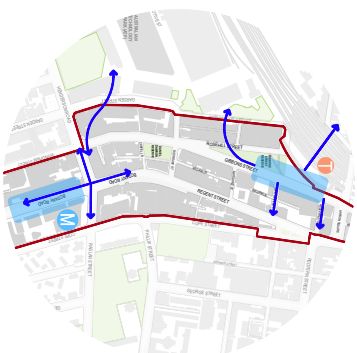
Improved two-way traffic



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