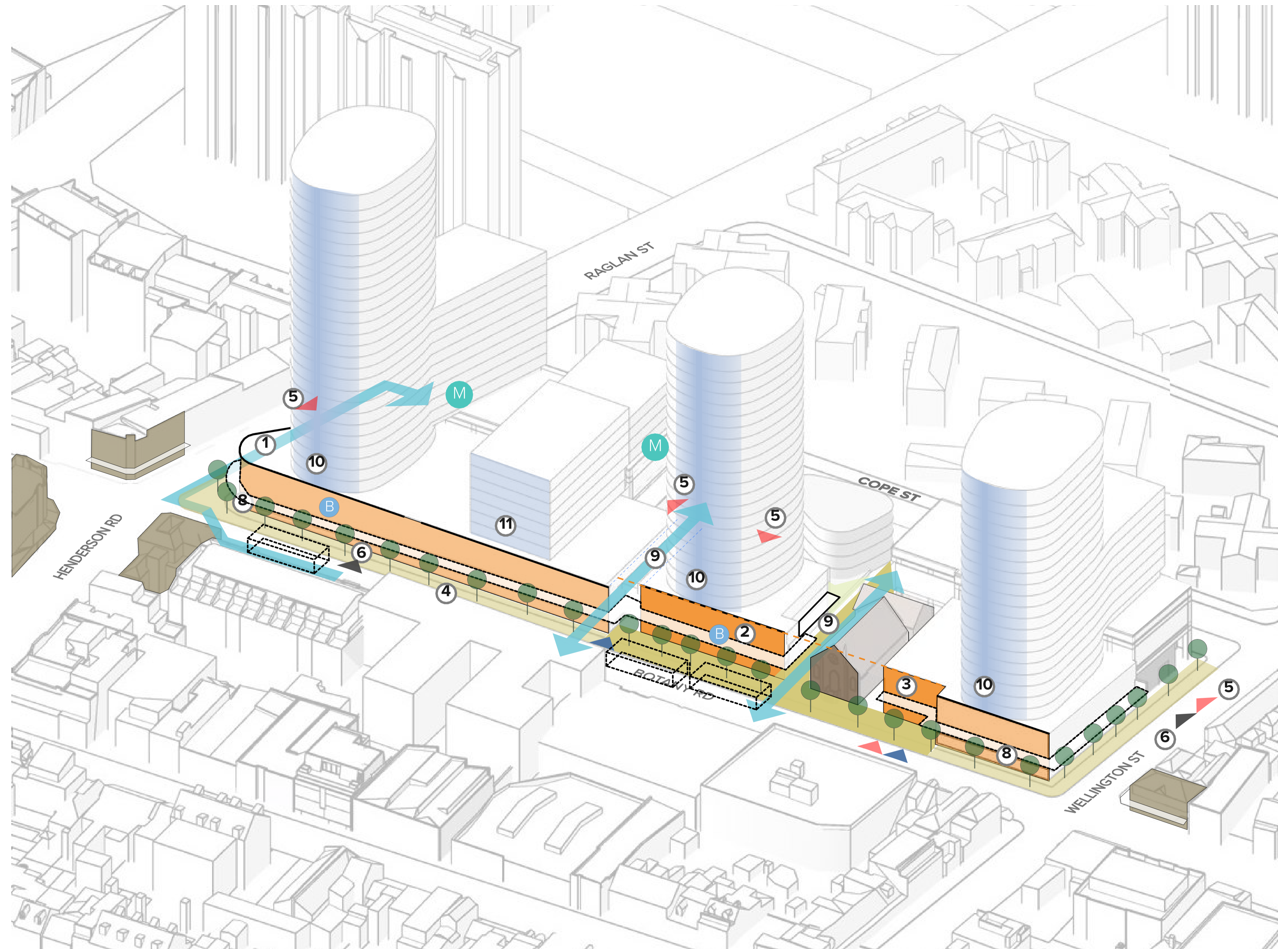


## 7.12 BOTANY ROAD INTERFACE

### Enhancing Botany Road to encourage active transport options

Botany Road presents a number of challenges for integration. As an arterial road Botany Road inherently accommodates a significant number of vehicle movements which exacerbates the adverse qualities of the space. In response to this condition, the proposal provides a number of measures to ameliorate the conditions and encourage a pedestrian and place focused environment.



Key Plan:

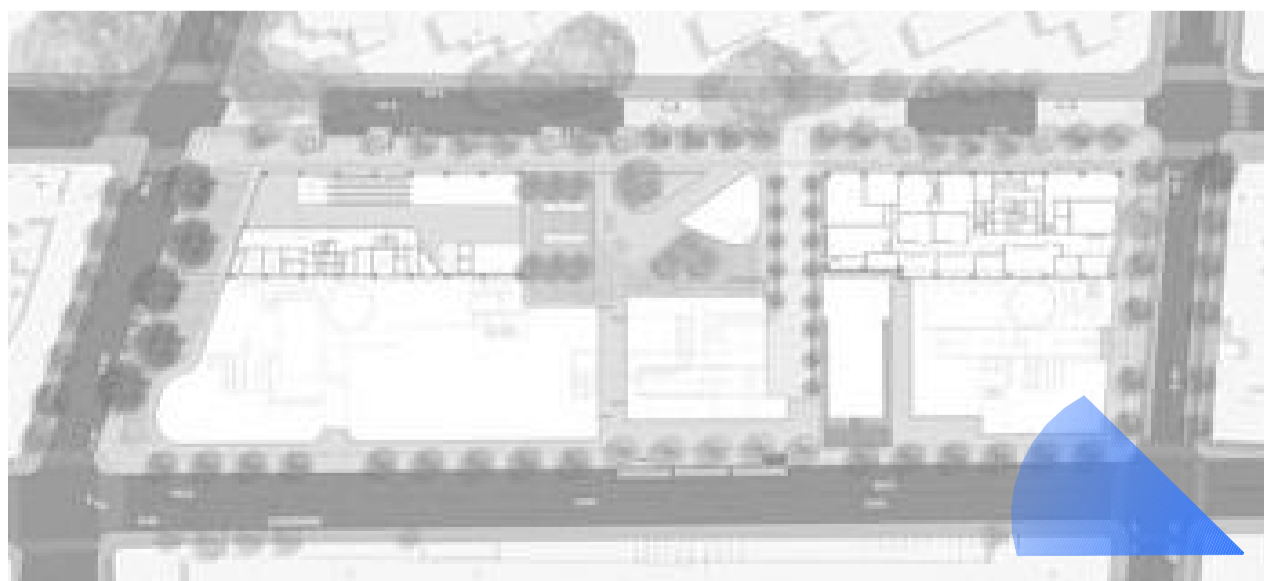


Fig. 7.12.1 Botany Road interface diagram.

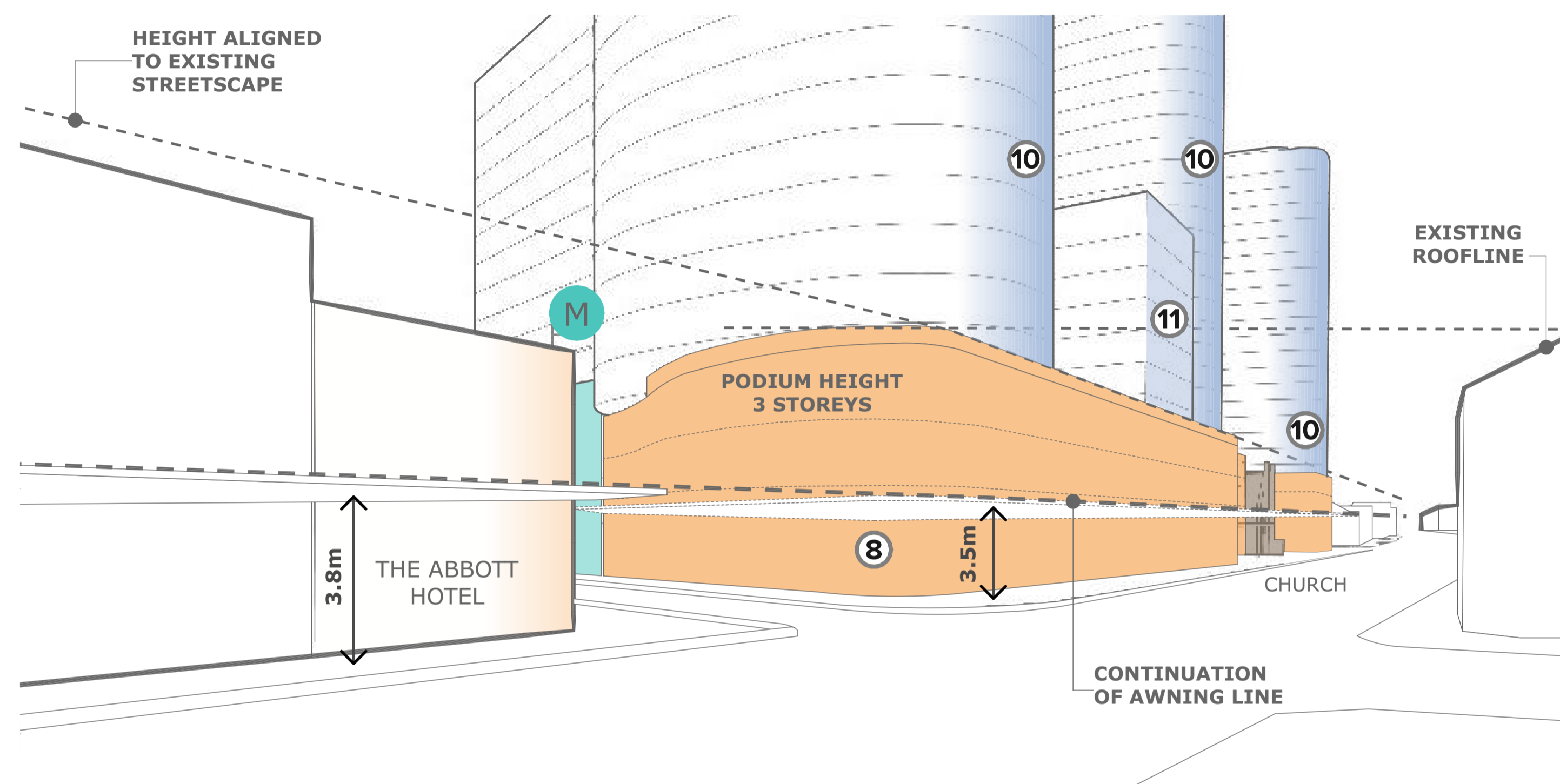


Fig. 7.12.2 Street view along Botany Road looking south

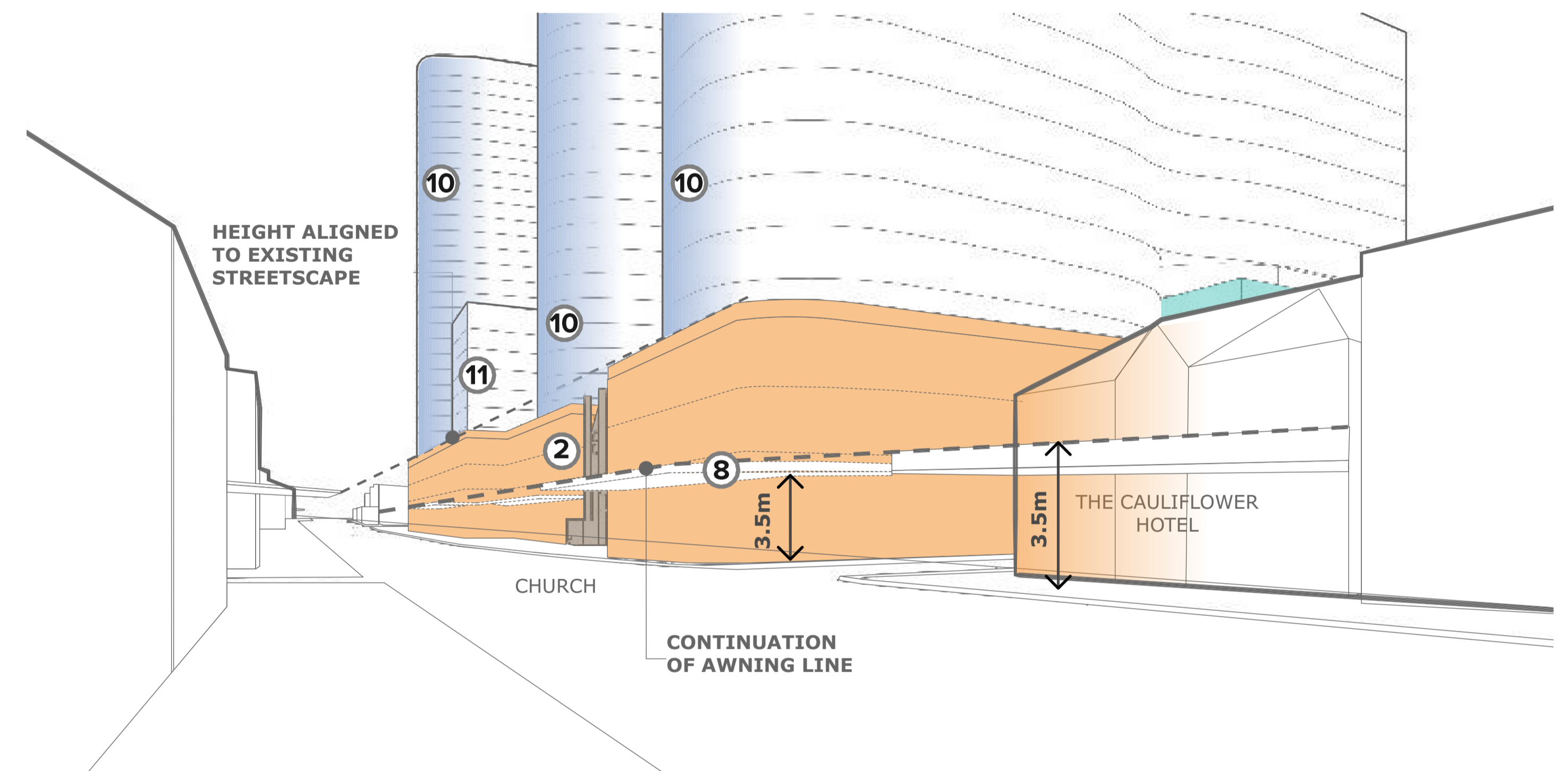
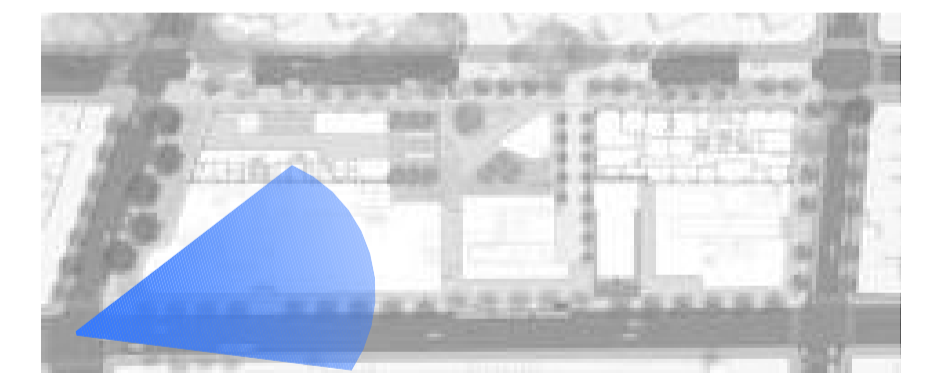


Fig. 7.12.3 Street view along Botany Road looking north.

**Key:**

- ① A podium building to shield the Raglan Street Plaza, along Raglan Street, from noise and wind
- ② A podium setback to increase the available public space at the bus stops
- ③ The setback of the podium continues to allow for increased visual connection to the church and in response to its presence as an important local marker along the streetscape
- ④ An increased footpath width along Botany Road for an enhanced pedestrian experience
- ⑤ Residential entries are placed away from Botany Road where possible to provide tertiary activation of other spaces and streets
- ⑥ Minimising vehicle entries (servicing only) to avoid pedestrian and vehicle conflict along Wellington Street
- ⑦ Planting is used to enhance the visual and environmental amenity of the footpath
- ⑧ Awnings continue the existing awning line of the adjacent streetscape

- ⑨ A new through-site link and a new shared street to increase permeability of the site
- ⑩ Nil setback for the buildings above podium facing Botany Road that don't present a large frontage in line with the podium. Due to the articulated shapes of the buildings the area of Nil setback is minimal
- ⑪ 2 metres setback at podium level for the mid-rise rectangular building facing Botany Road that presents a broader frontage and would affect the podium delineation if it was aligned

**Key Plans:**

Key Plan for Fig 7.12.2

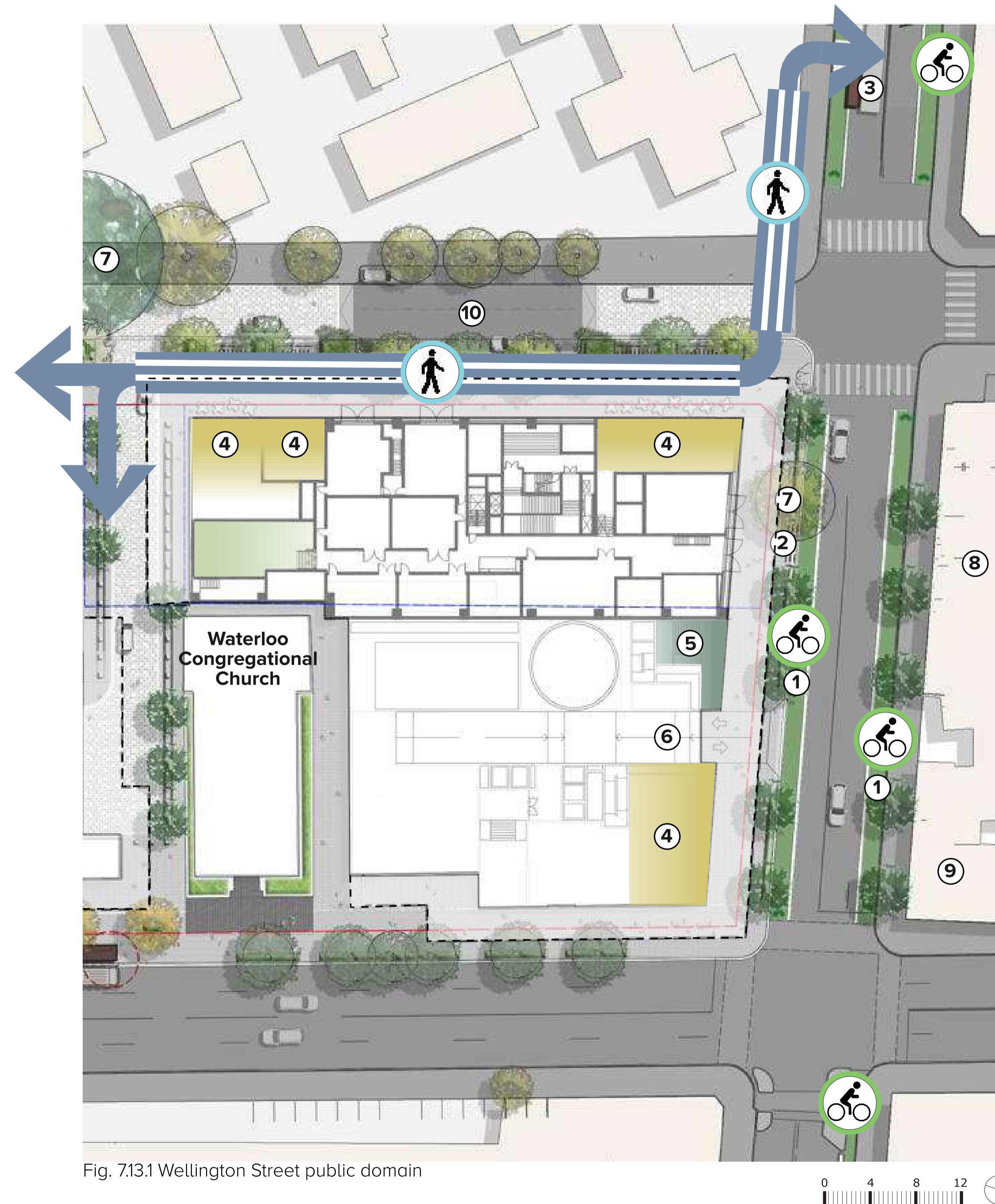


Key Plan for Fig 7.12.3

## 7.13 COPE STREET AND WELLINGTON STREET

### Providing a walkable public domain that prioritises pedestrians and encourages cycling

The existing cycle network is supplemented with new and enhanced connections through the Metro Quarter and additional facilities to encourage walking and cycling. Strategies include enhancing the public domain, changing streets to slow streets, providing bike hub, increasing footpath widths and use of landscaping to create a public domain that prioritises pedestrians and cyclists.



Existing tree to be retained on Cope Street



Wellington Street terrace houses



Cauliflower Hotel

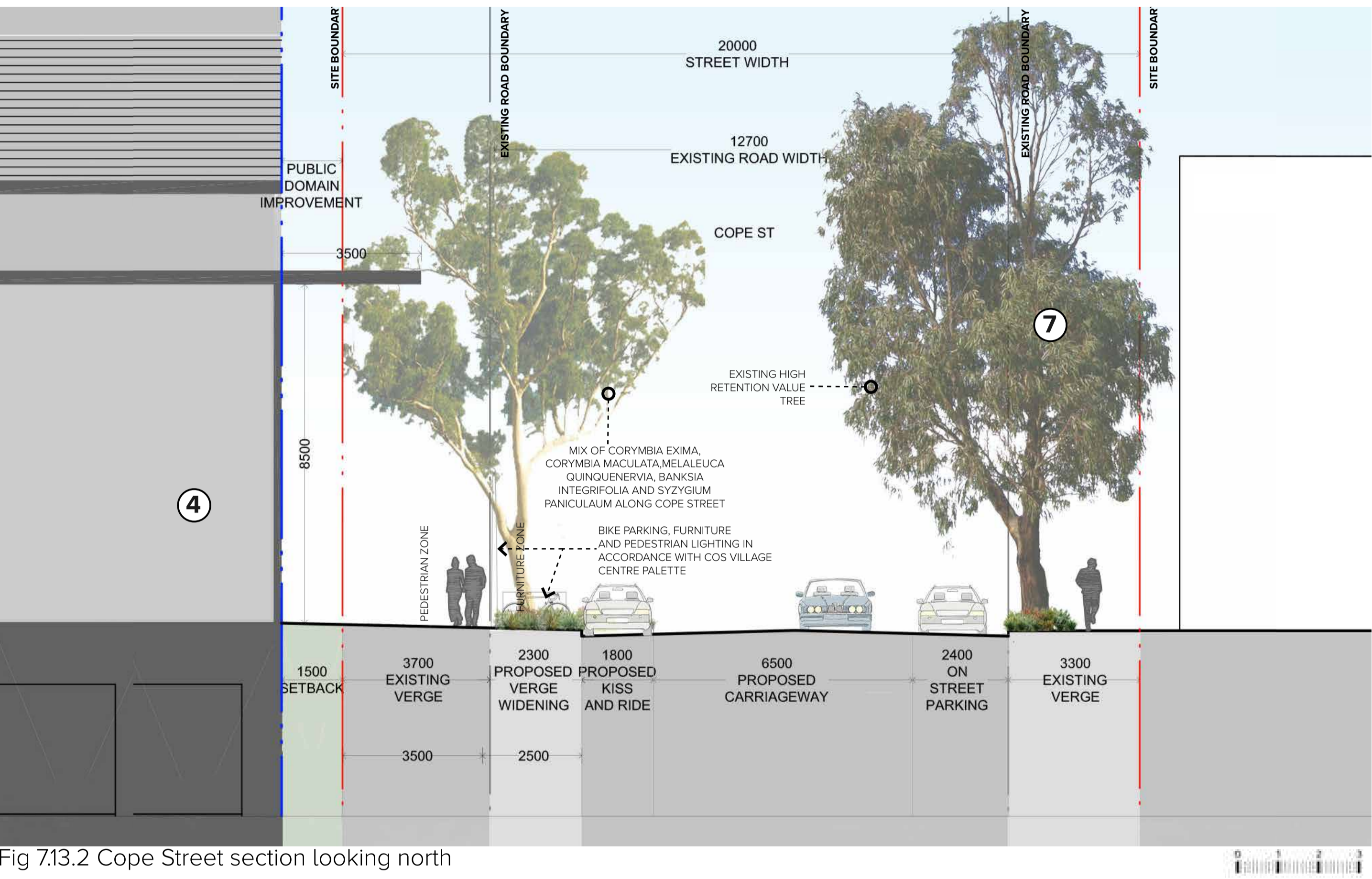


Fig 7.13.2 Cope Street section looking north

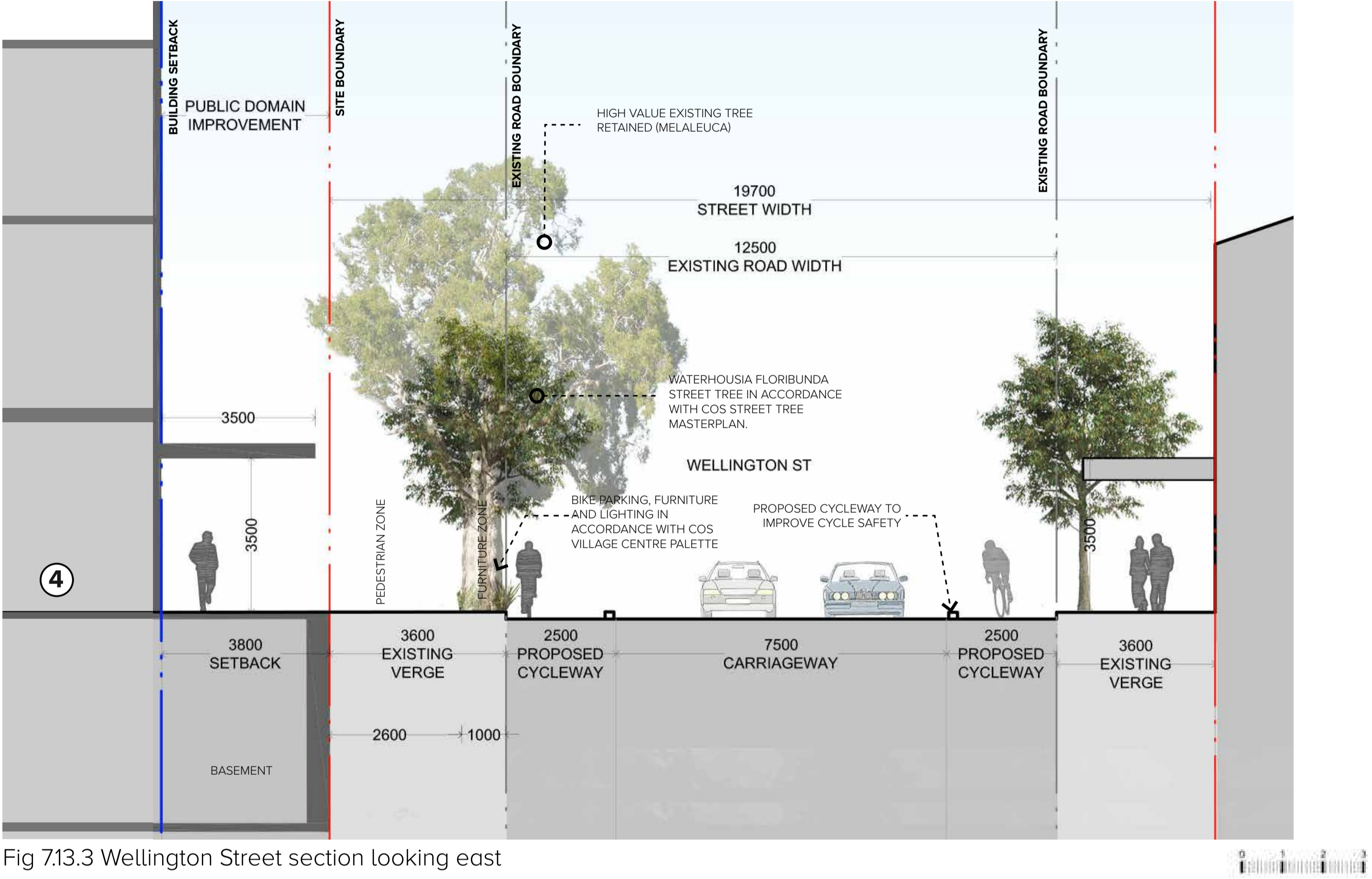


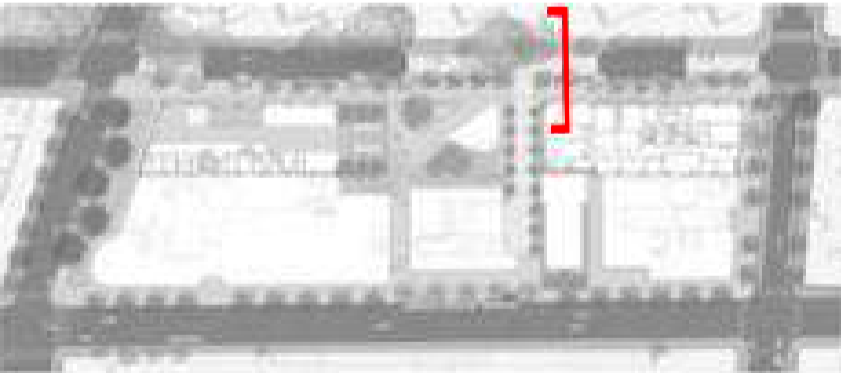


Fig 7.13.3 Wellington Street section looking east

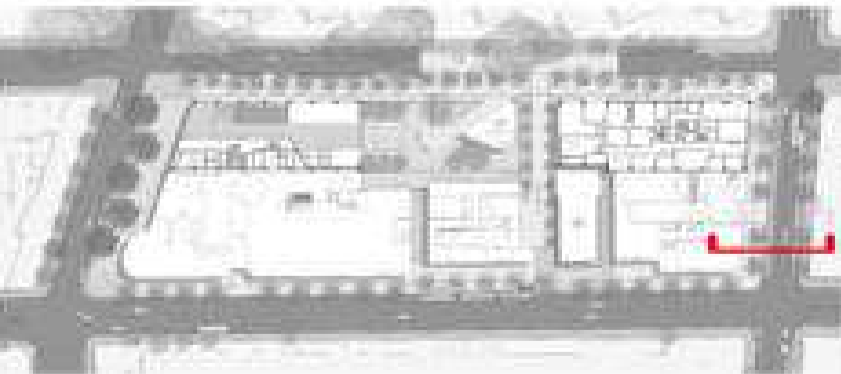
Key:

- |   |  |
|---|--|
| ① Designated cycleway upgrade with separate on road lanes.                        | ⑦ Existing trees to be retained.   |
| ② At grade bicycle spaces, U-shaped bicycle stands as per City of Sydney standard | ⑧ Wellington Street terrace houses   |
| ③ Bus stop  | ⑨ Cauliflower Hotel  |
| ④ Convenience retail  | ⑩ Cope Street - 'slow' street  |
| ⑤ Residential lobby   |  Main pedestrian flow |
| ⑥ Car Park and Servicing Access   |  Bicycle path         |

Key Plans:



Key Plan for Fig 7.13.2



Key Plan for Fig 7.13.3



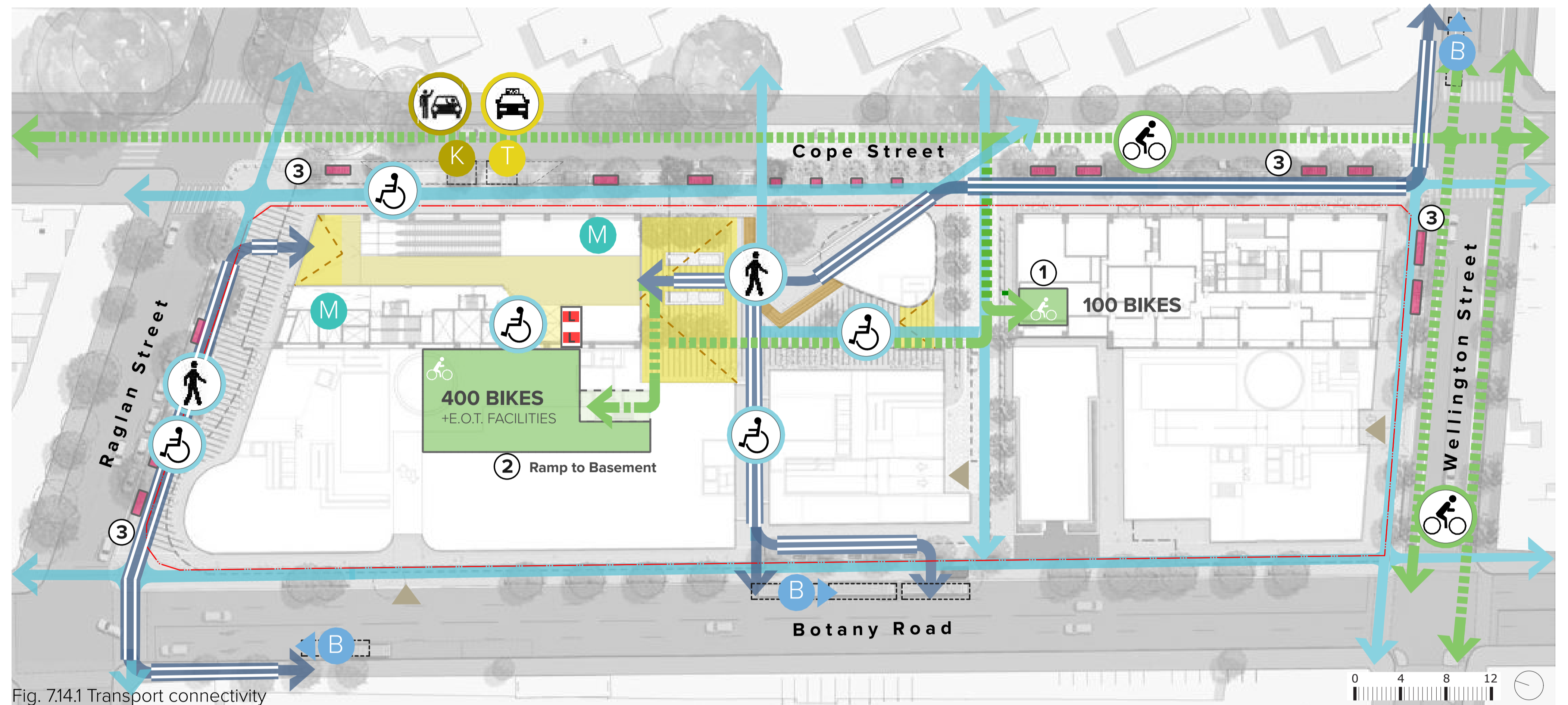
## 7.14 CONNECTIVITY & INTERCHANGE

### Encourage walking and cycling through better connectivity

The new metro station will deliver high pedestrian flows throughout the site and across the greater precinct. This has driven a pedestrian prioritised approach to the public domain, including:

- Providing generous circulation widths and active frontages, along with opportunities for respite and pause
- The introduction of through site links to create a direct and legible connection between the bus interchange on Botany Road and the new 'community arrival' entry to the station
- Redefining Cope Street as a slow street through the considered design of kerb alignments, bicycle parking, urban greening and street furniture
- Increasing footpath widths across the site including 6m to 10 metres along Botany Road and 10-12 metres to Raglan Street
- Limiting vehicular movement across the site, with a single access point to a shared street off Cope Street allowing a limited number of cars into the site
- Servicing and loading located at the site edges with access off the vehicular priority streets of Botany Road and Wellington Street.

The approach to public domain definition encourages bicycle engagement throughout the site, with minimal level changes, generous circulation widths and significant parking provision. The proposal maximises bicycle parking through the provision of street spaces and secure cyclist parking facilities.



#### Key: Bicycle Parking

- ① 100 Sydney Metro bicycle spaces in the southern box (under the CSSI)
- ② 400 bicycle space bike hub (basement) (including provision for Sydney Metro)
- ③ 120 (approx.) at-grade bicycle spaces (public domain) (80 under the CSSI)
- ④ 700 residential bicycle spaces (CoS DCP requirement of 1 / dwelling)

#### Legend

	Metro Station		Modal Interchange Routes
	Bus Stop		Sight Line to Station Entry
	Kiss + Ride		Key Bicycle Routes
	Taxi		Bicycle Parking - Secured
	Key Pedestrian Routes		Bicycle Parking - Public Domain
	Key Universal Access Routes		Servicing Access
	Metro Station Lift		Stairs / Bleachers / Walls
	Walkways (Max. Gradient 1:20)		Bicycle path



Bike Hub: Utrecht, Netherlands



At-grade bicycle spaces : U-shaped bicycle stand (as per CoS standard)

# 7.15 SAFE AND LEGIBLE

## Providing a safe, legible and walkable public domain that prioritises pedestrians

Part of the new Concept Proposal for the Metro Quarter, includes creating a pedestrian priority environment by limiting vehicular access across site and redefining Cope and Raglan Street as slow streets. Cope Street is converted to a 'slow street' where footpath widening and street tree planting encourage vehicular speeds to decrease, putting pedestrian safety first and creating a safe environment for the community.

Throughout the Metro Quarter, buildings help define the public domain. Sight lines to and from the Cope Street Waterloo Station entry, are strengthened through the triangulation of the plaza, and the location of the community building provides directional movement to the Waterloo Station from Cope Street and south Waterloo.

With increased setbacks along Raglan Street and a new Public Plaza along Cope Street, active retail edges promote a vibrant day to evening economy aligning with the metro hours of operation and encouraging pedestrian movement and use of the public domain.

Through site links from Botany Road to Cope Street as well as within the metro station, enhance sight lines and the porosity of the site, increasing visibility at ground level, whilst the residential levels above maximise passive surveillance, creating a safe environment to live, work and play.

Following the guidelines of the Sydney streets code, part of the new proposal for Waterloo Metro Quarter includes creating a pedestrian priority environment by limiting vehicular access across site and redefining Cope and Raglan Street as slow streets. Cope Street in particular, is up to 40km/hr with footpath widening and street tree planting to encourage vehicular speeds to decrease, putting pedestrian safety first.

### Legend

- 10km/hr zone
- Proposed footpath widening
- Signalised crossings
- Zebra crossing
- Raised slow zone
- Street level slow zone
- Enlarged pram ramps and crossings

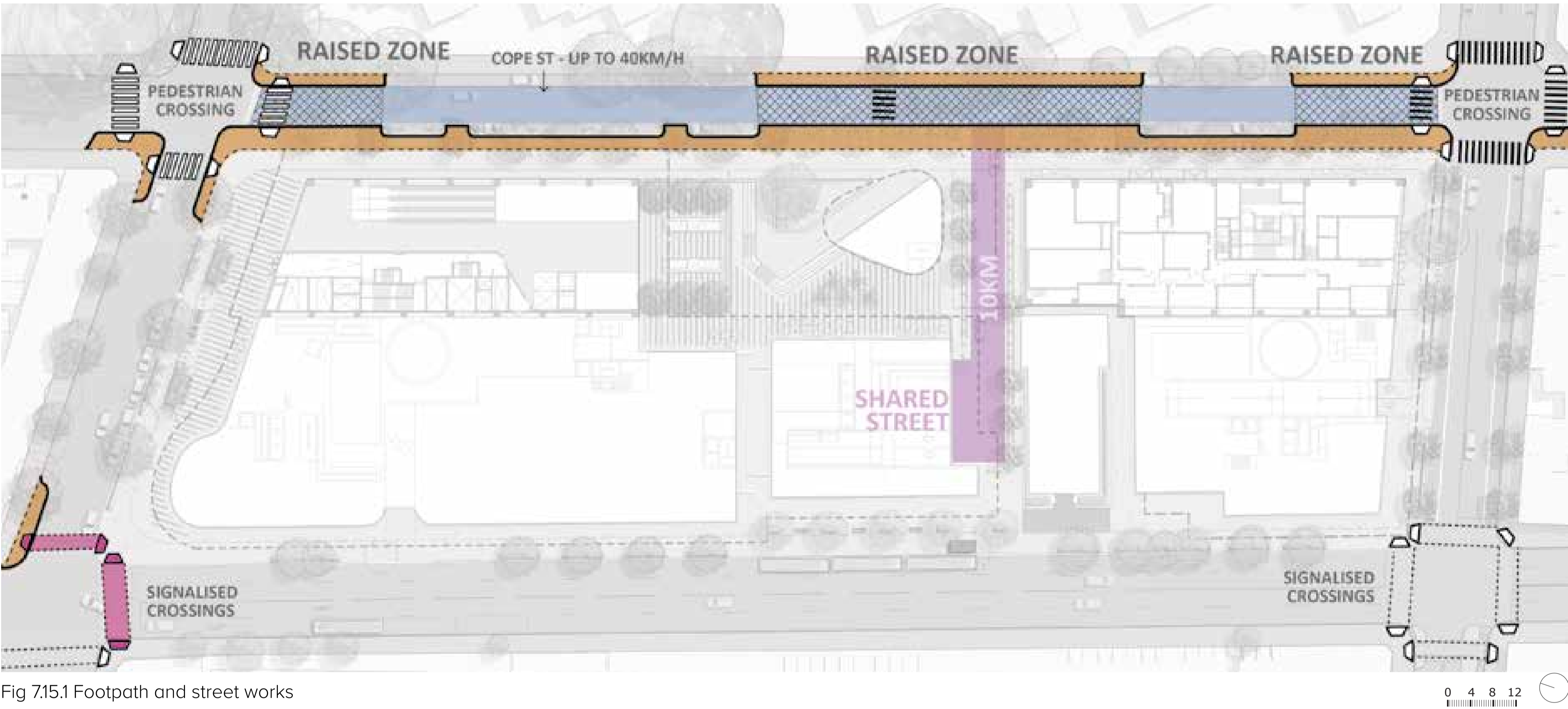
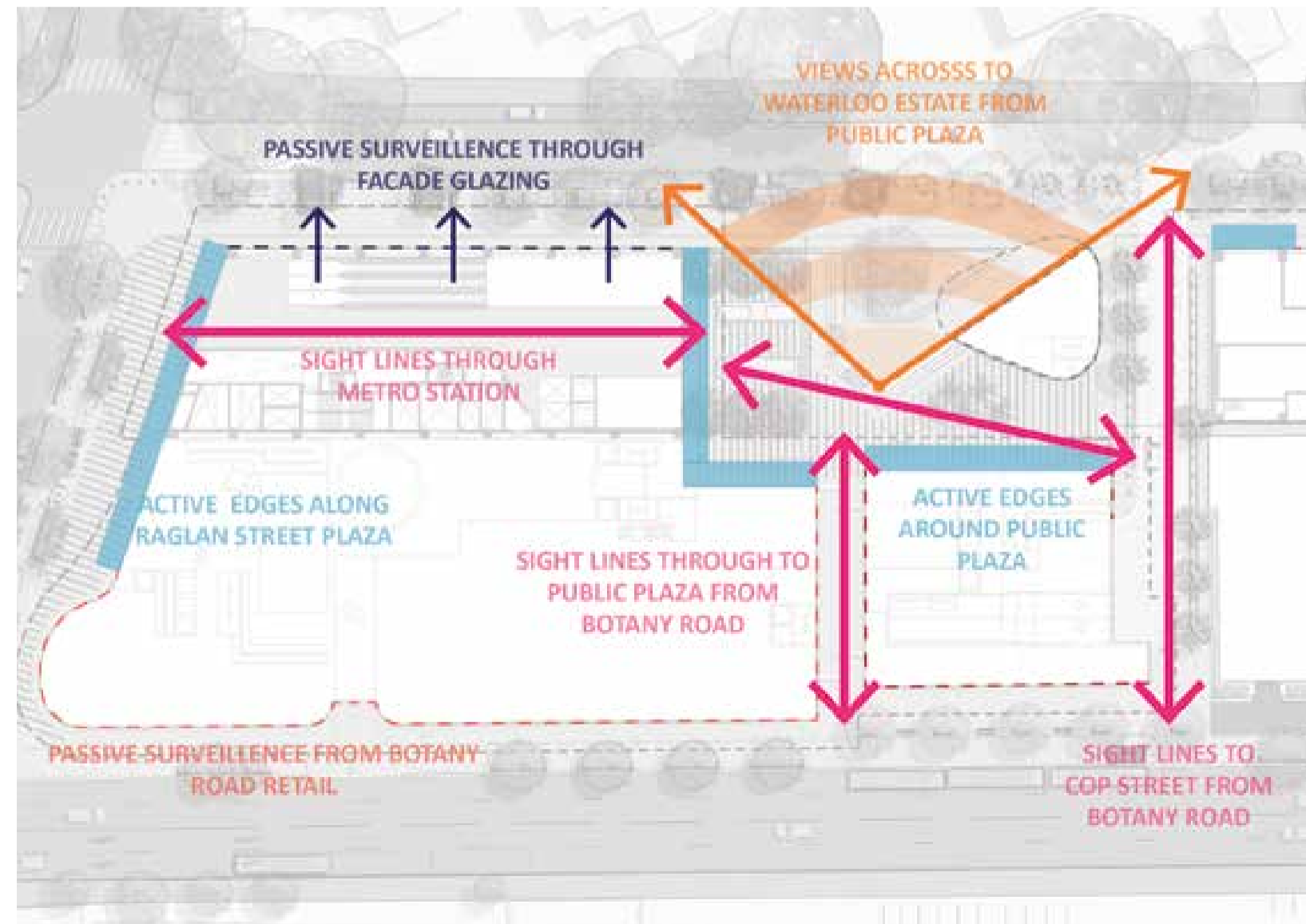


Fig 7.15.1 Footpath and street works

Note: Proposed pavement blistering to Raglan Street adjacent to the Botany Road / Raglan Street intersection does not form part of the CSSI requirements.

## Crime Prevention Through Environmental Design (CPTED) Strategies



# PEDESTRIAN MOVEMENT

## A universal access route to promote pedestrian movement

The public domain encourages pedestrian movement throughout the Metro Quarter providing an environment to be accessible universally from key public transport connections. 1 in 20 walkways incorporated into the Cope Street Plaza allow for the community access into the Metro 'Community Entry', whilst accessible routes from the Botany Road Bus interchange, from Cope Street Kiss and Ride and along Raglan Street provide direct access to Waterloo Metro Station.

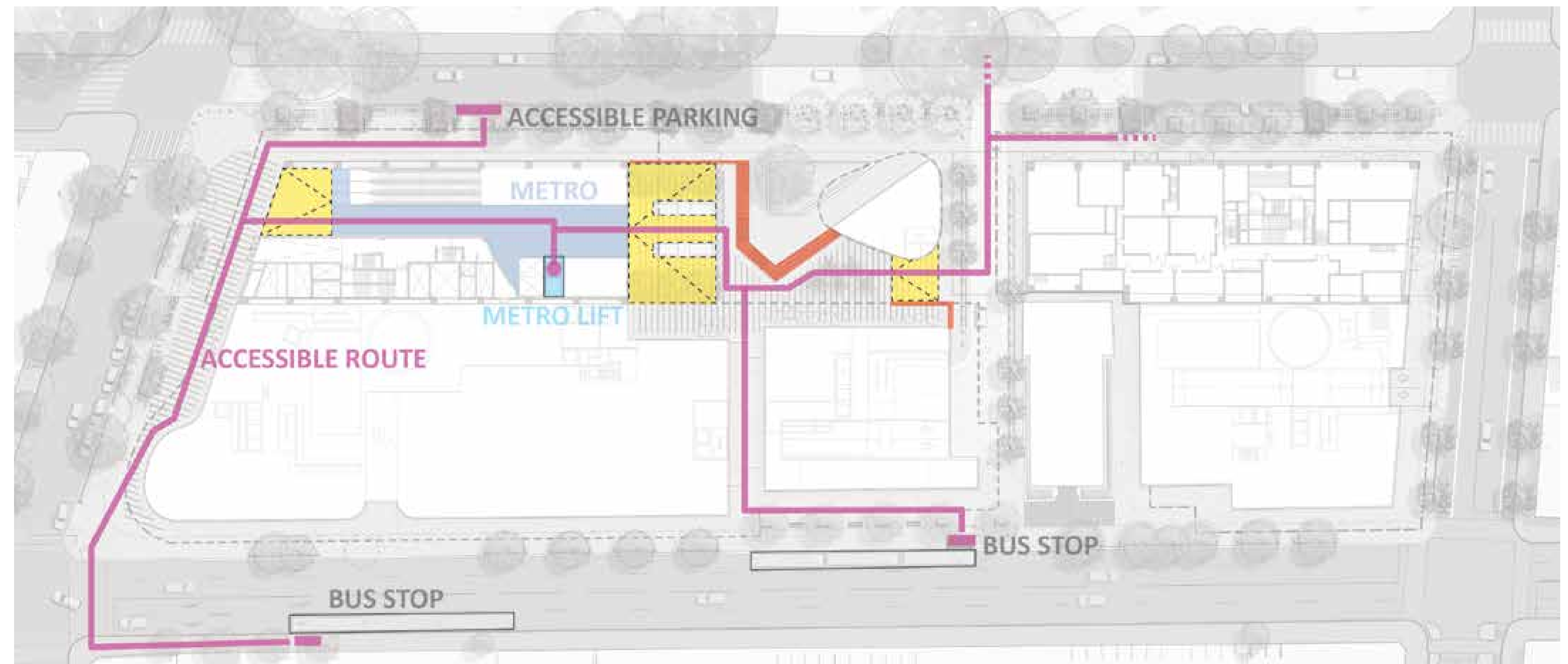


Fig 7.15.2 Footpath and street works diagram

### Legend

- Accessible route (max grade 1:20)
- Metro Lift
- Walkways max 1:20
- stairs/bleachers/walls

# 7.16 EMPLOYMENT, RETAIL AND SERVICES

## A unique activity centre with a mix of uses with day / night activities

The Metro Quarter provides the opportunity to celebrate and integrate the rich cultural heritage of the area, create an identifiable and unique centre to address the different needs of the community, and deliver flexible retail, service and cultural activities. This includes developing a vibrant evening economy to align with the Metro hours of operation and pedestrian footfall through the station.

As the first stage of the wider precinct renewal, the Metro Quarter has the opportunity to deliver a balanced new hub that supports the different needs of a diverse and growing community. This early stage provides the potential for existing services to be relocated and provide a continuous service during the future redevelopment of the Waterloo Estate.

The proposal delivers approximately 12,500 square metres of non-residential floor area across the ground plane, podium levels and basement to serve both commuter and community demands.

The potential uses across the site may include the following:

- Community services
- Social services
- Recreational premises
- Late night/Live music venues
- Food and beverage
- Retail including convenience and daily needs
- Commercial including medical, health and fitness centre, as well as workspace

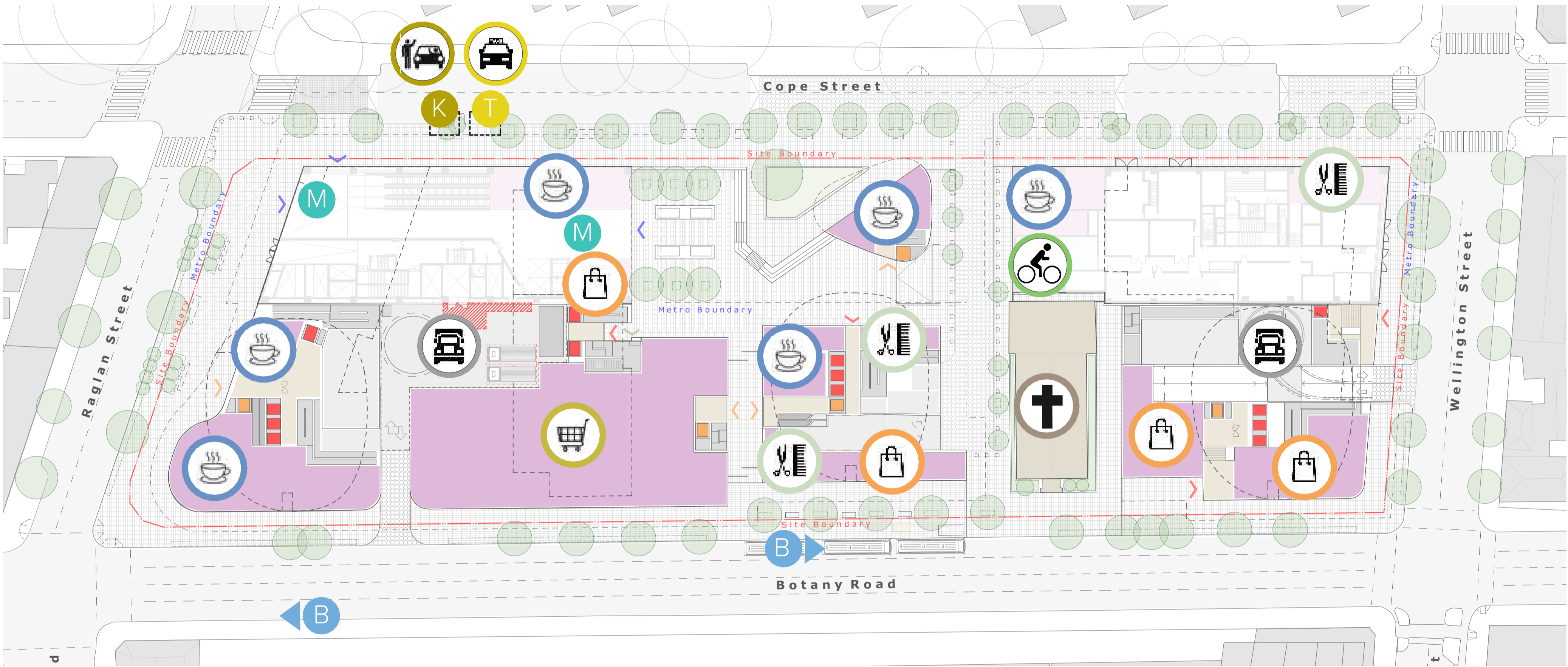


Fig. 7.16.1 Metro Quarter Ground Floor

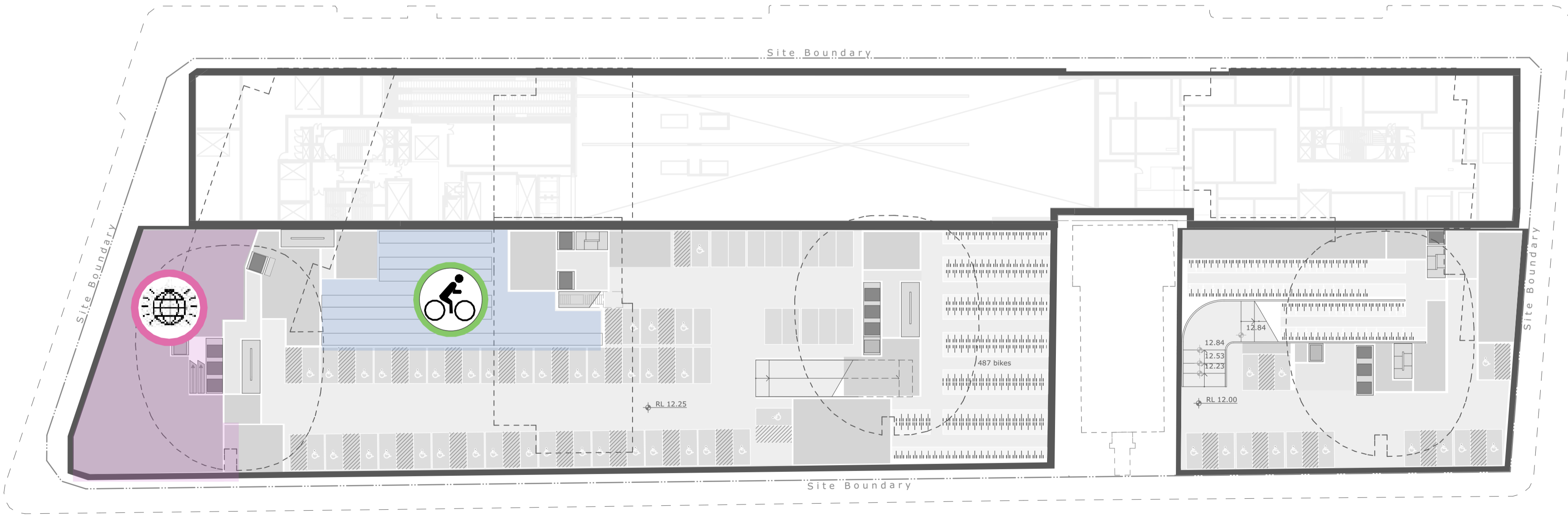


Fig. 7.16.2 Metro Quarter Basement

**Legend**

- |                        |                           |
|------------------------|---------------------------|
| Metro Station          | Late Night Economy        |
| Bus Stop               | Cafe / Dining             |
| Kiss + Ride            | Convenience (Supermarket) |
| Taxi                   | Convenience Retail        |
| Bicycle Parking        | Lifestyle                 |
| Loading Access         | Church                    |
| Non Residential Entry  | Health & Wellbeing        |
| Residential Entry      | Commercial                |
| Waterloo Station Entry | Community Services        |
| Vehicular Access       |                           |

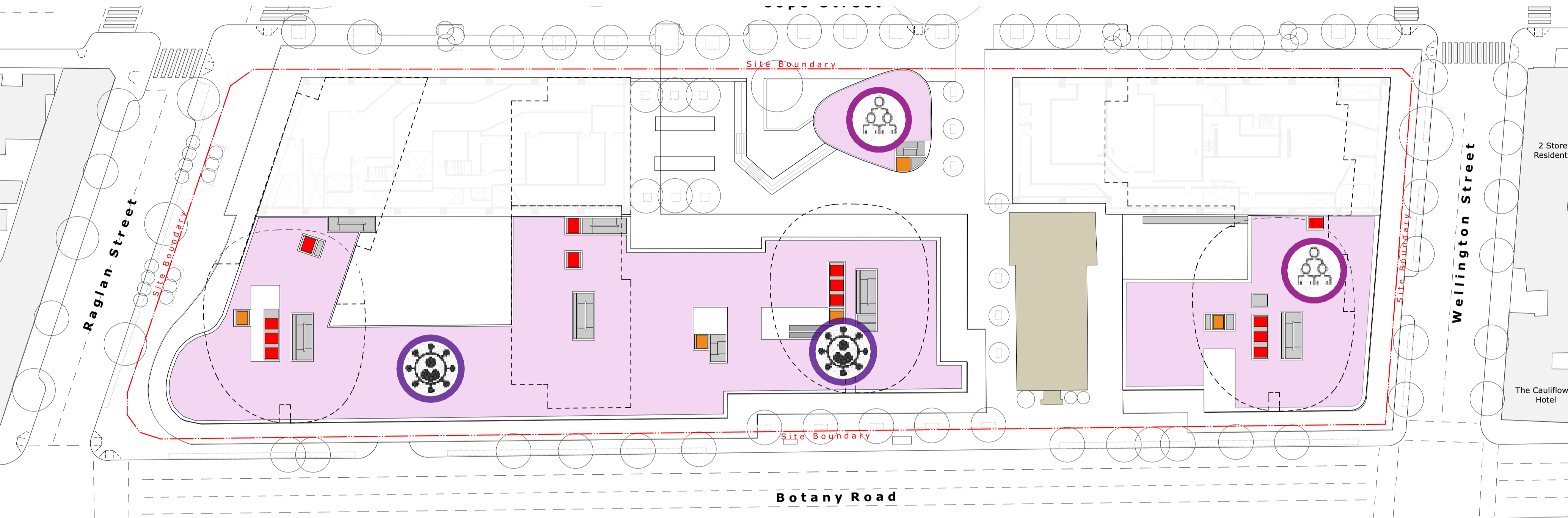
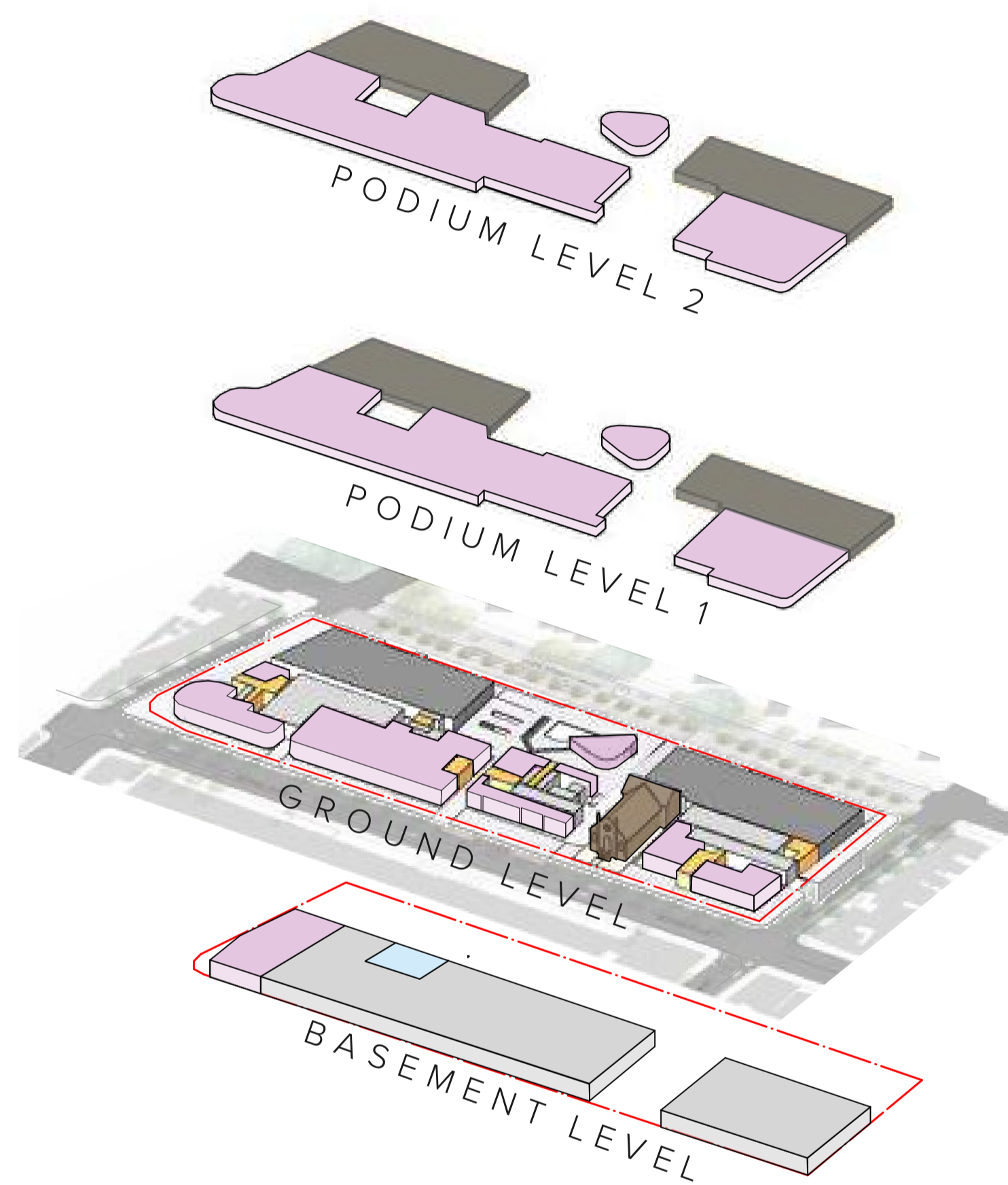


Fig. 7.16.3 Metro Quarter Level 2

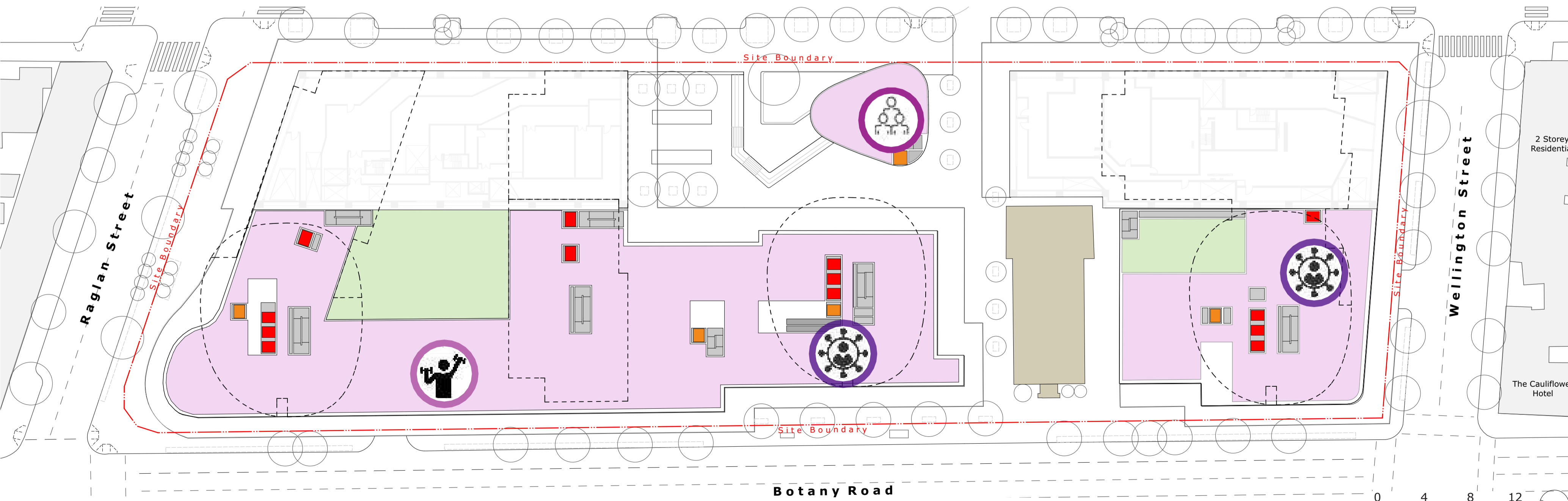


Fig. 7.16.4 Metro Quarter Level 1

- Legend**
- |                        |                           |
|------------------------|---------------------------|
| Metro Station          | Late Night Economy        |
| Bus Stop               | Cafe / Dining             |
| Kiss + Ride            | Convenience (Supermarket) |
| Taxi                   | Convenience Retail        |
| Bicycle Parking        | Lifestyle                 |
| Loading Access         | Church                    |
| Non Residential Entry  | Health & Wellbeing        |
| Residential Entry      | Commercial                |
| Waterloo Station Entry | Community Services        |
| Vehicular Access       |                           |



## 7.17 BUILDING COMPOSITION AND CHARACTER

### A layered composition of typologies reflecting the surrounding context

Waterloo's urban fabric has been shaped by a history of growth and renewal, with the resulting diverse mix of housing typologies reflecting evolving models for living. This narrative is reflected in the environment and comprises of a diverse mix of built form, fine grain and use adapted over time to meet changing housing demands.

The Metro Quarter straddles zones of differing density and height, with Alexandria Park and the Alexandria Park Heritage Conservation Area to the west and Waterloo Estate - future urban renewal - to the east. The Botany Road Growth Corridor - running between the Redfern and Green Square Station Precincts - serves as a "transition zone" between Waterloo Estate to the east and the Alexandria Park Heritage Conservation Area to the west, beyond Wyndham Street.

The proposed built form typologies respond to this complex, layered and diverse mix of built form within the surrounding context.

#### PUBLIC DOMAIN



**The public domain provides connectivity and legibility and unifies the built form with its surrounding context.**

The public domain is an important environment for people to meet and socialise. The material palette has been chosen to marry the Metro Quarter into the existing urban fabric and signify Waterloo as an urban village. Where social nodes or significant spaces are established, a signature material has been applied to differentiate it.

#### PODIUM



**The podium serves to continue the scale and rhythm of the existing streetscape, with the height referencing the church and neighbouring buildings on Botany Road.**

Most critical are the interfaces to Waterloo Congregational Church and the Raglan Street junction where three heritage items on the opposing corners mark a key interface with the existing context. The grain and character of the podium shall reflect the identity and diversity of the locality.

#### Legend

- Retail
- Lobby / Entry
- Proposed Massing - Podium
- Proposed Massing - Mid-rise
- Proposed Massing - Tall Buildings
- Metro Station

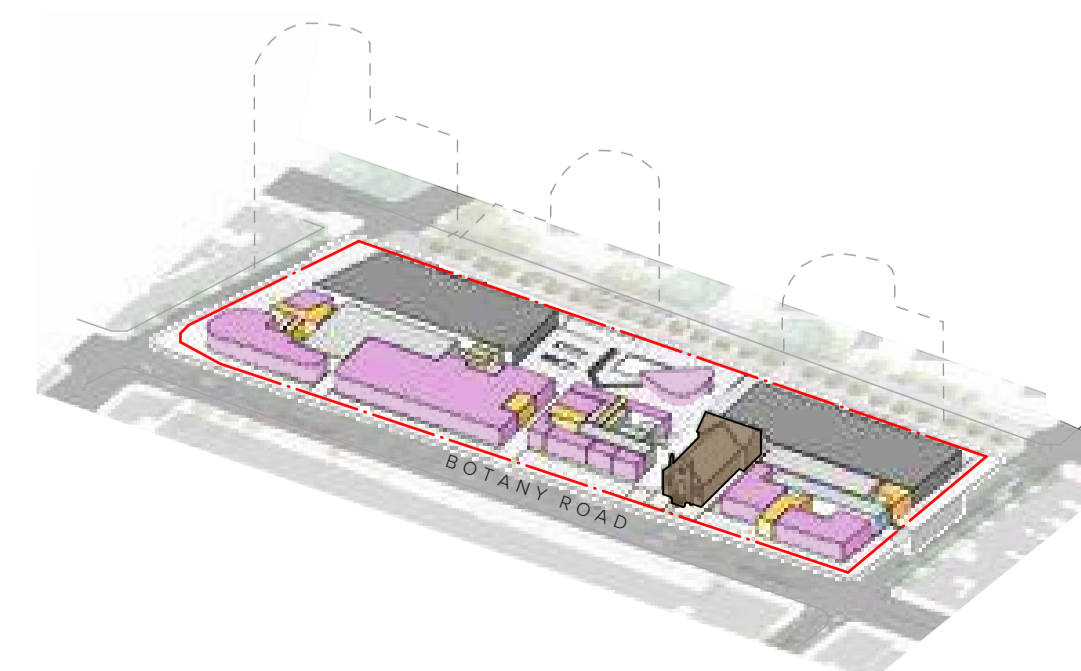


Fig 7.17.1 Ground plane

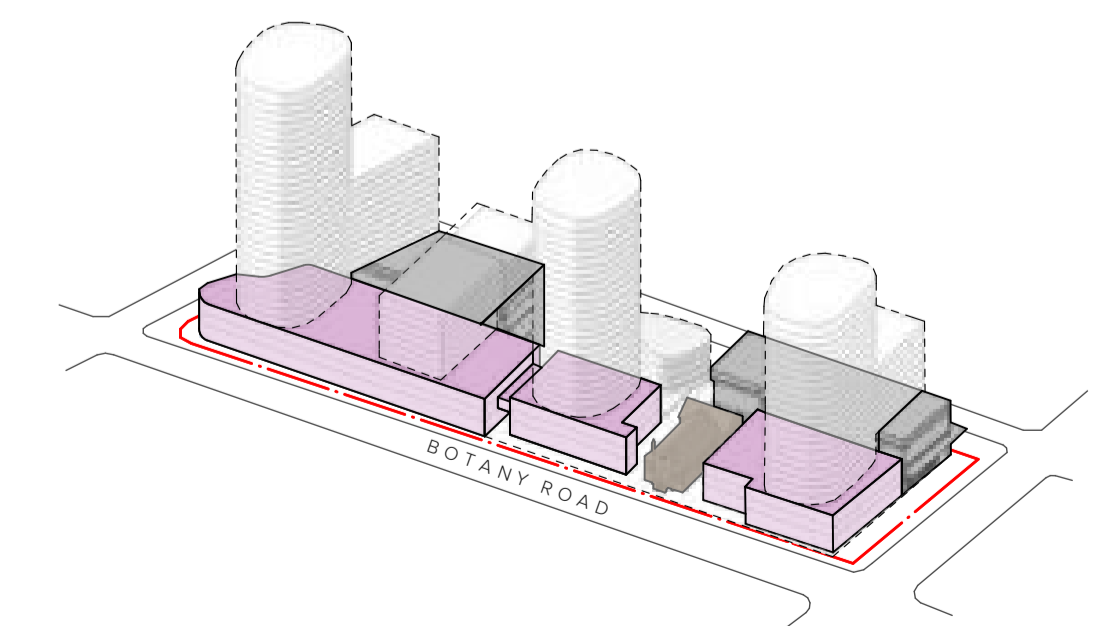


Fig 7.17.2 Low-rise: Retail, commercial and community

## ELEVATED / MID-RISE BUILDINGS



**The mid-rise buildings reference the scale of the medium density typologies of the urban renewal that has occurred along Botany Road, providing a transition between the podium and taller building forms**

These buildings serve to mediate the building scale toward Cope Street and the Community Square along Cope Street.

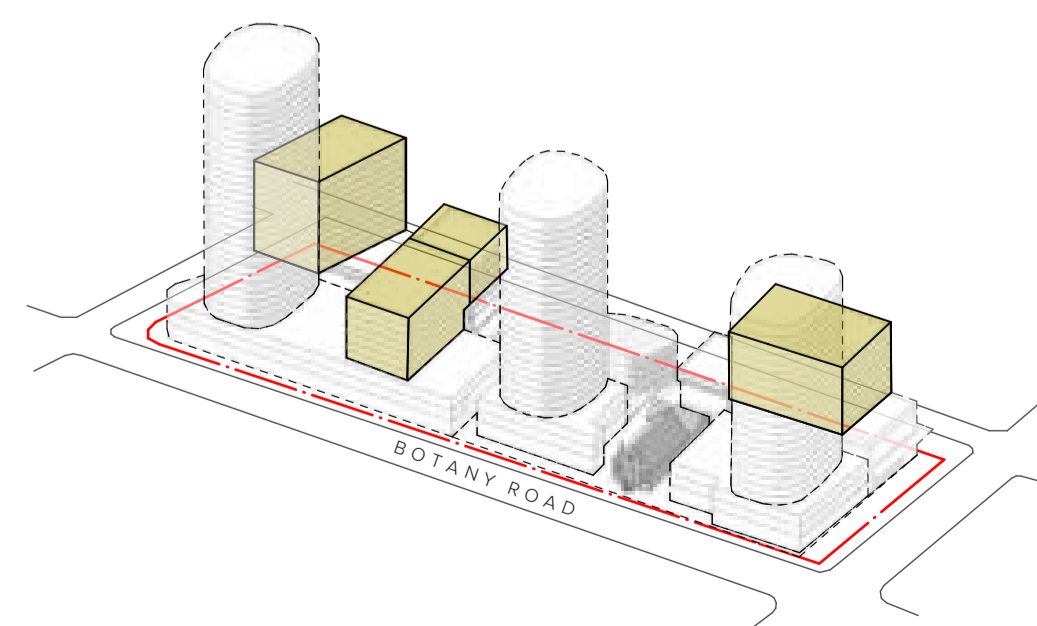


Fig 7.17.3 Mid-rise: residential

## RESIDENTIAL TOWERS



**The taller buildings provide a destination marker for Waterloo Station, the new activity centre, and the threshold into the Waterloo Estate.**

The curved building articulation softens the building forms and reduces the floor plate size, in turn maximising outlook and daylight access within the buildings and between them to the public domain. The apartments will enjoy views in all directions, from Central Sydney to the eastern beaches and west to the mountains.

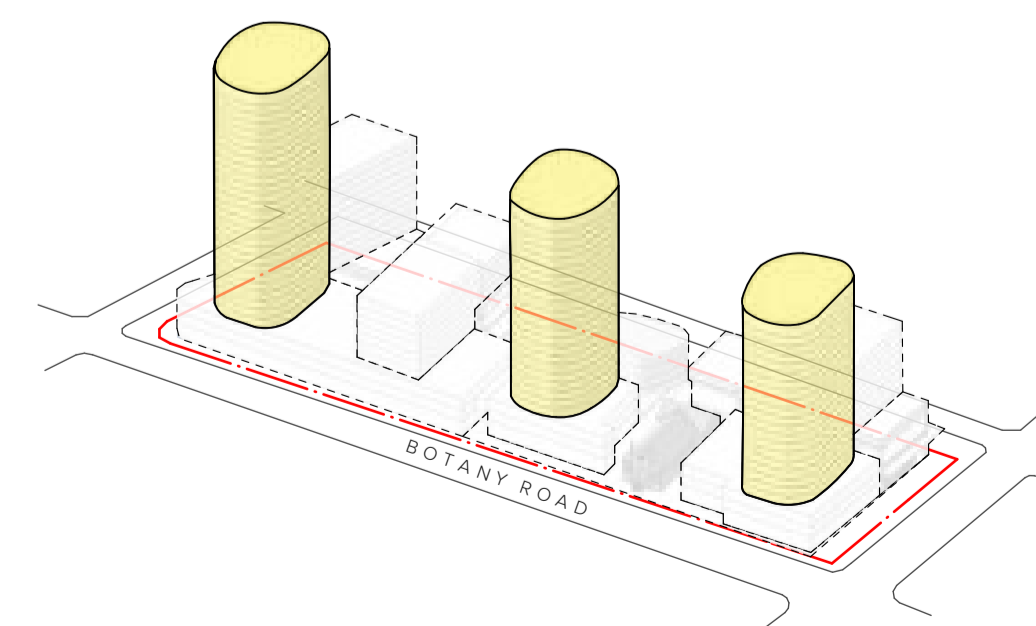


Fig 7.17.4 High-rise

## A layered composition

The proposed built form typologies responds to the layered and diverse mix of built form within the surrounding context, with a range of built form - low, mid and high rise - to respond to the complex nature of the site and create a new active transport hub centred around Waterloo Station.

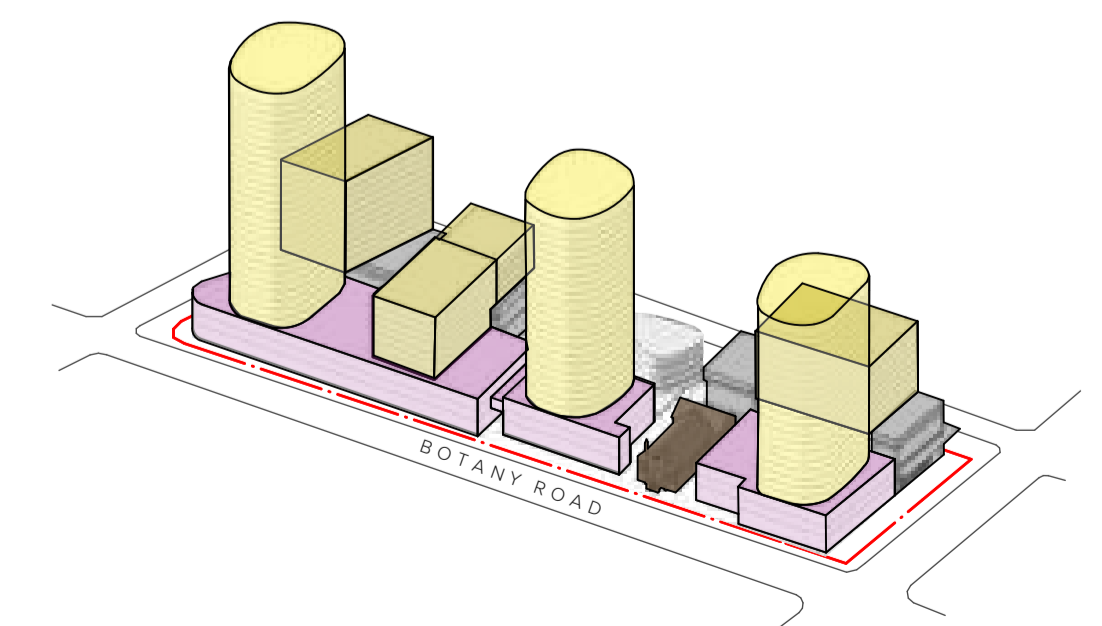


Fig 7.17.5 A Layered Composition