



# CHARING SQUARE 3.0

## A PLACE-BASED PRECINCT

### AMENDED URBAN DESIGN REPORT

DEC 2020

PREPARED FOR: WHITTEN FAMILY

RobertsDay  
*planning·design·place*

**H&E** ARCHITECTS



Title:Charing Square - Urban Design Report 3.0

Prepared for:Whitten Family

Reference:RHH ROB

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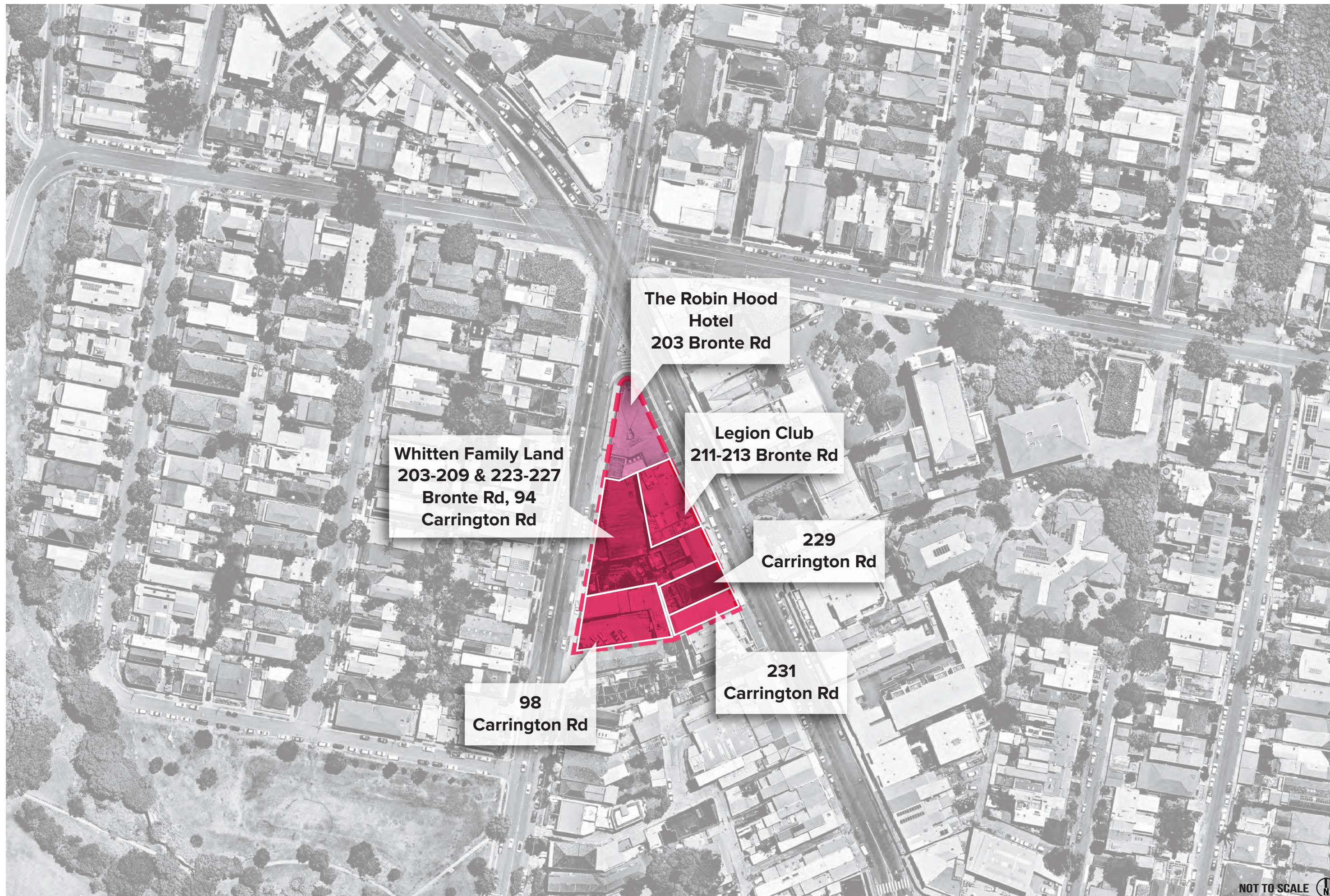
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NOT TO SCALE





# EXECUTIVE SUMMARY

CHARING SQUARE 3.0 is the amended urban design concept in response to the Advice of the NSW Government's Rezoning Review Panel.

The amended concept maintains at its heart the public benefit of a vibrant laneway and larger public plaza, but has incorporated adjoining lands including the Reece Plumbing Site and Legion Club to create complete 'gateway precinct' for Charing Cross. Whilst the Robin Hood Hotel itself is an integral part of the Precinct, it does not form part of the Planning Proposal request.

The revised proposal also retains the nominated Bronte Rd facade in response to its heritage value, but has reduced the proposed building heights and upper level setbacks to improve the heritage response of the proposal.

In reducing building heights from the previous Planning Proposal, the amended concept genuinely responds to the Panel's Advice that heights should be 13m (or thereabouts).

Whilst still maintaining 'fine-grain' buildings creating the intimately-scaled laneway and plaza, the majority of building heights have been reduced significantly to 13m (or thereabouts). There are only a few building elements going above 13m, located towards the centre of the precinct, resulting from topography.

In reducing the overall building heights, the solar amenity of the public spaces has also improved.

The fine-grain built form and human scale heights integrate into the local character of Charing Cross, strengthening the identity of the village whilst providing new opportunities for a 'gateway precinct' offering social gathering places and activation of the public realm to renew the village.

Through this design-led process, the proposed FSR has also been reduced to a range 2.0:1 to 2.25:1 across the precinct.

Other benefits include an increase in on-street parking, reduction in traffic generated from the precinct today and a sustainability strategy focusing on greenery, renewable energy and water harvesting.

CHARING SQUARE 3.0 is the contemporary evolution of Charing Cross as a fine-grain, human-scale village loved by locals. With its public realm focus it provides locals with new places to meet and socialise. Over time it is the intent Charing Square will have a rejuvenating impact on other main street retailers and strengthen the local economy by creating a better place.





3D Blue Sign

LOLA

LISA'S CAFE

LOLA

English Mugs Available  
11.95  
12.25  
12.75  
13.15  
13.50

Shley Jeyan  
first course  
fresh green beans  
in a creamy sauce  
with roasted vegetables  
second course  
fresh fish  
with a creamy sauce  
third course  
fresh fruit  
with a creamy sauce  
dessert  
fresh fruit  
with a creamy sauce  
enjoy!!



# INTRODUCTION

## BACKGROUND

In 1979, the Whitten Family purchased the Robin Hood Hotel, with three generations investing in the success of Charing Cross.

Inspired by place-based hospitality precincts, revitalising town and village centres around Australia and overseas, the Family intends to diversify its business interests by creating destination Charing Square on the bottleshop and their land behind the Hotel.

With a focus on strengthening the local economy by diversifying the retail offer and creating broad public benefit, the Family intent aligns with Australia's legacy of great town founders.

The Family (as Rayda Investments Pty Ltd and Barbary Coast Investments Pty Ltd) has engaged the design partnership of RobertsDay (RD) and H&E Architects to evolve a vision to support the Planning Proposal.

Whilst not part of the Planning Proposal itself, the Robin Hood Hotel is part of the precinct and has an existing approval for internal renovations. Over time, it is anticipated Charing Square will provide pedestrian access directly into the Hotel.

## PURPOSE

- This Urban Design Justification Report is intended to inform the Planning Proposal Report prepared under separate cover by Knight Frank Town Planning. Considering this intention, the report seeks to:
- Provide a vision and guiding principles for creating destination Charing Square Precinct with broad public benefit and potential to rejuvenate the wider Charing Cross.
- Provide the Strategic Design Justification for the PP, including the relationship of the precinct to its broader context, retail and hospitality trends, local needs and under-performance of Charing Cross as a retail centre.
- Provide the Local Merit assessment for the PP in terms of complementing and improving upon the local character of the area.

## STRUCTURE

- The Urban Design Justification Report is composed of four main sections.
- The Vision highlights the aspiration of Charing Square for the precinct itself and broader benefits, including a place-led opportunity to activate a network of lanes over time.
- The Context Analysis seeks to highlight the key elements of Charing Cross and the Precinct which will inform the proposal.
- The Urban Design Framework describes a potential strategy for the revitalisation of the wider Charing Cross resulting from Charing Square, in keeping with its character and identity.
- The Urban Design Framework describes the strategy for creating Charing Square, the public life, new public places, fine-grain built form, sustainability initiatives and realisation of the precinct.



# VISION

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# GUIDING PRINCIPLES

## CREATING A GREAT PLACE

Charing Square seeks to positively contribute to the success of Charing Cross by creating a unique precinct for locals to enjoy.



## STRENGTHENING ECONOMY

Charing Square will create a new retail destination to compliment main-street retailers, encouraging people to linger longer and reinvest in the local economy.

## LANEWAY DESTINATIONS

Inspired by the network of existing lanes, Charing Square creates active lanes providing people with a safe, friendly and delightful experience free from the noise and impact of traffic.



## ENHANCING IDENTITY & CHARACTER

Charing Square will enhance identity and character by creating new public places and fine-grain built form adding greenery.

## A PEDESTRIAN OASIS

A cool, comfortable pedestrian network protected from the traffic and noise impact of the main roads. A passive transitional space for residents, visitors, workers and passing travellers.



## CONSERVATION AND HERITAGE

Ensuring the existing historical facade on Bronte Road is preserved and retained and conservation values respected.

nal Laneways





# INTERNATIONAL INSPIRATION

There is currently a global trend for places to reinvent their identity in an attempt to ensure their long term economic success while rejuvenating their character.

The following examples are an illustration of case studies that influenced the vision for Charing Cross.

SOL Square (by RD), Stranges Lane, Bow Lane and Ponsonby Central are all examples of small scaled redevelopments within town centres which provide a programmatic variety within the retail sector, whilst engaging and activating the public realm in an intimate scale.



## SOL SQUARE

CHRISTCHURCH



## STRANGES LANE

CHRISTCHURCH



## BOW LANE

LONDON



## PONSONBY AUCKLAND





# SYDNEY INSPIRATION

In Sydney, great examples of such transformation are located within Chippendale, such as Kensington Street and Spice Alley. The previously derelict part of the CBD have been filled with a variety of cafes, bars and restaurants, which allow the public to make the most of different environments and experiences.

Another example is The Winery in Surry Hills has provided for the successful activation of the adjacent streets.



## THE WINERY

SURRY HILLS



## KENSINGTON STREET

CHIPPENDALE



## SPICE ALLEY

CHIPPENDALE



## IVY LANEWAY PRECINCT

SYDNEY





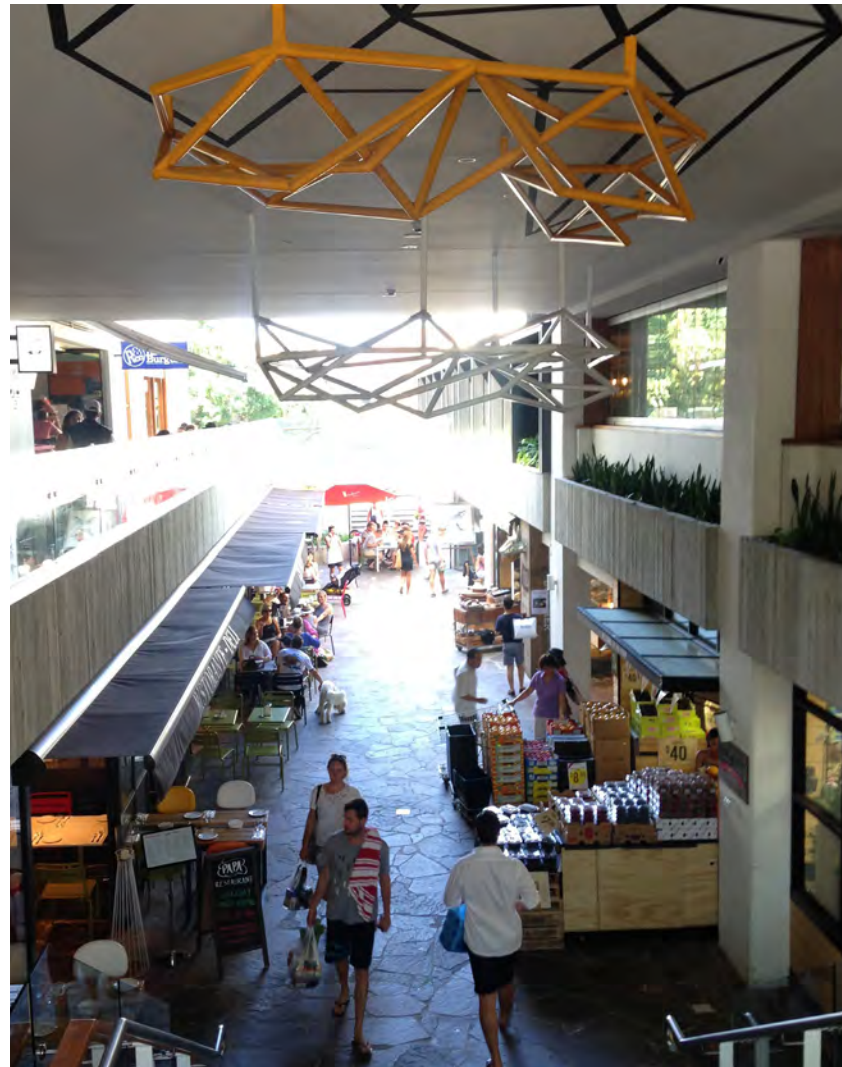
# WAVERLEY INSPIRATION

The Hub and Boheme was awarded by Waverley City Council in 2014 Design and Heritage Awards. Designed by Bates Smart Architects, and it is considered a precedent for the current proposal.

The mixed-use project, located on the corner of O'Brien and Hall Streets, Bondi, amalgamates four sites in a triangular shaped block.

The design balances the horizontal character of the existing built form with a taller vertical building at the wider edge of the site.

The streetscape was carefully considered to provide an infill that reflects the height, building rhythm and masonry buildings of Hall Street with the residential levels setback and floating above. In addition, the building has been designed to incorporate the identity of Bondi with its Art Deco architecture and coloured streetscapes.



# BONDI

## THE HUB & BOHEME APARTMENTS







KURT  
FARM  
SHOP

BAR  
FERNAND

BAR  
FERNAND  
CLOSED  
FOR  
PRIVATE  
EVENT

POSTERS  
CIDER  
WEST  
WINE  
PET NUT



# CONTEXT ANALYSIS

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# SETTING THE SCENE

## PLANNING POLICY

The development of this proposal's design framework has been informed by local, regional and state planning policy and guidance, and in particular, seeks to enhance liveability of Charing Cross by renewing an existing place within the local centre in line with the Sydney Eastern District Plan.

The planning policy analysis on the following pages provides the strategic and local planning context for the Planning Proposal. The document highlights the proposal's context and how the precinct provides opportunities for a relevant response.

A comprehensive assessment of the proposal in planning terms has been developed by Knight Frank and will be submitted as part of this planning application.

## HERITAGE

In addition to the policy planning review, a heritage assessment has been undertaken by John Oultram Heritage and Design and supported by Graham Books of GBA Heritage, which undertakes an overall assessment of the precinct in accordance with the NSW Manual 'Statements of Heritage Impact', "Assessing Heritage Significance Guidelines" and the Waverley Council guidelines for the preparation of heritage impact assessments.

Overall, the assessment considers that the proposal is a "coherent and well-considered response to the precinct and, upon more detailed assessment, is capable of compliance with the heritage objectives of the Waverley Local Environmental Plan (as amended) and Waverley Development Control Plan.



## THE EASTERN DISTRICT PLAN 2056 (2018)

The Eastern District Plan, sitting with the Metropolis of Three Cities, developed by the Greater Sydney Commission, sets out priorities and actions for Greater Sydney's Eastern District, including the Waverley Local Government Area.

The District Plan identifies liveability priorities which are relevant for the site, such as, fostering healthy, creative and culturally rich and socially connected communities.

## WHAT IS A METROPOLIS OF THREE CITIES?

To transform Greater Sydney into a metropolis of three cities to meet the needs of a growing and changing population. Rebalancing economic and social opportunities to deliver the benefits more equally and equitably across Greater Sydney.

## THE OBJECTIVE

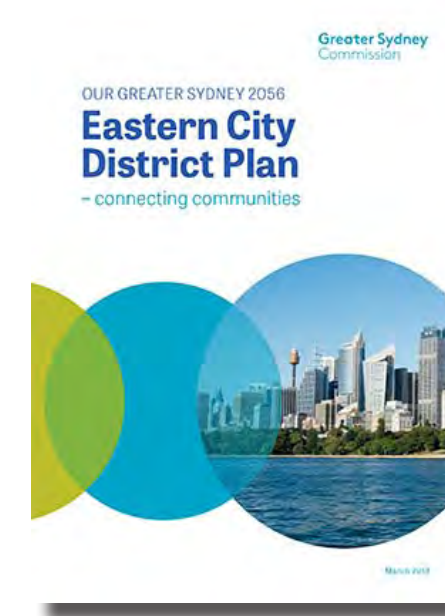
The vision for Greater Sydney is a Metropolis of Three Cities – the Western Parkland City, the Central River City and

the Eastern Harbour City and a 30 minute city. The Eastern City District is at the centre of the Eastern Harbour City with the Harbour CBD, as its metropolitan centre, Australia's global gateway and financial capital. The vision will improve the District's lifestyle and environmental assets.

## RELEVANCE:

Priority E8 of the Plan seeks to create and renew great places and local centre, while respecting a district's heritage. The creation of a fine grain urban form whereby places are walkable, of human scale, and offer a mix of land uses including social infrastructure and local services at the heart of communities is identified as a crucial element in the creation of great places.

The precinct provides the opportunity to demonstrate, through a design-led approach, the integration of public open spaces, in the form of laneways and urban courtyards, with the heritage fabric, in a way which develops a fine grain urban form, promotes pedestrian permeability through the precinct, and encourages community interaction through a range of retail and residential uses.



“The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney.

”



## How does Charing Square respond to the 'Eastern District Plan'?

### 1 INFRASTRUCTURE AND COLLABORATION

E1	A city supported by infrastructure	The proposal increases density within an area of high public transport accessibility, housing diversity, ground floor commercial opportunities & publicly accessible open space.
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### 2 LIVEABILITY

E3	Services and social infrastructure for people's changing needs	The proposal fosters a healthy, diverse and resilient place, whilst improving the quality of life by creating vibrant and safe publically accessible ground floor spaces. The urban courtyard creates the opportunity for people across a mix of ages to socialise within their community, within walking distance to the local centre's shops and amenities.
E4	Healthy, creative, culturally rich and socially connected communities	Charing Square will not only strengthen social connections within the local community by providing a new urban courtyard, but will help to create healthy and active lifestyles by improving pedestrian connectivity through the local centre.
E5	Providing housing supply, choice and affordability	The concept introduces alternative housing types to enhance overall supply, choice & affordability of homes that meet a growing, ageing and culturally diverse population.
E8	Creating and renewing great places/local centres, respecting heritage	A new place for people to linger, a well-connected urban form that has human scale, and improvement of the local centre, via a new pedestrian link, expanded retail floorspace and increased residential development within walking distance to the centre.

### 3 PRODUCTIVITY

E10	Delivering integrated land use & 30 minute city	Contributing to the 30min city model by integrating land uses within the local centre, which is highly accessible by public transport.
E11	Investment, business and jobs	The concept acknowledges future job growth promoting through the co-location of activities, providing jobs closer to where people live and use infrastructure more efficiently.

### 4 SUSTAINABILITY

E18	High quality open space	The proposal offers durable, multi-purpose and accessible open space to a variety of users. It will be an important place for locals people to relax, meet and socialise, adding value to the character of the local area.
E2	Reducing carbon emissions	The concept provides additional dwellings in a local centre with good transport accessibility, minimising the need for private vehicles use and green house gas emissions. Refer to Sustainability Strategy within this document.



## BETTER PLACED

### NSW GOVERNMENT ARCHITECT

The Government Architect's Architecture and Design strategy articulates the means and methods to value and improve the built environment and public domain.

Leveraging the GA200+ series of forums, workshops and discussions delivered to date, it offers directions towards design excellence at the scale of cities and towns, the public realm, and buildings.

The Policy directly references existing State Environmental Planning Policies, Local Environment and Development Control Plans and influences the development of new ones.

### THE OBJECTIVE

The strategy aims to create a safe, equitable, sustainable built environment, which is distinctive and of its place, creates value and is fit for purpose.

### WHAT IS DESIGN EXCELLENCE?

Every new development has the potential to transform people's quality of life, stimulate the economy and enhance the environment. The design of built environment shapes the places in which we live, work and meet.

The quality of design affects how spaces and places function, what they contribute to the broader environment, and which kind of end-user or audience they attract.

### THE PRINCIPLES

Collectively, the principles, seen to the right aim to achieve the kinds of urban places and spaces we collectively aspire to, how we deliver these and ultimately move towards better understanding, measuring and capturing the benefits of good design.

#### Relevance:

Better Placed identifies key concepts, good processes and objectives for good design outcomes. By meeting and exceeding the objectives set out in the document, the proposal ensures a well-designed built environment that reflects the qualities of the surrounding area.



“Better Placed has been developed by the Government Architect to deliver the strategic approach needed to ensure that as our cities and towns grow bigger they get even better.”



## *How does Charing Square respond to the 'Better Placed'?*

### **1 BETTER FIT: CONTEXTUAL, LOCAL AND OF ITS PLACE**

The proposal maintains connection to the local context through a new pedestrian connections between Bronte Road and Carrington Road, and to a new publicly accessible open space. A distinctive and well designed built form is informed by the local character of Charing Cross.

### **2 BETTER PERFORMANCE: SUSTAINABLE, ADAPTABLE, DURABLE**

Response to future changing needs are incorporated into the built form concept, in the form of walkable, local centre retail spaces, transport accessible housing, on site bicycle parking, as well as a new pedestrian through site link improving walkability and connectivity. Our sustainability initiatives identified in the report are fundamental to our wholistic design approach.

### **3 BETTER FOR COMMUNITY: INCLUSIVE, CONNECTED AND DIVERSE**

Charing Square proposes a new laneway which connects people between the local centre and residential areas. There will be a mix of housing types, including the provision of adaptable housing. A variety of social spaces in conjunction with a ground floor retail/commercial land uses, creates a safe, welcoming, engaging and resilient place.

### **4 BETTER FOR PEOPLE: SAFE, COMFORTABLE AND LIVABLE**

The concept has been developed with a place-led approach, seeking to ensure the final concept greatly improves the local environment for pedestrians and adds significant value to the liveability of the wider neighbourhood. Our focus has been on an exemplar residential and commercial precinct, oriented towards a new, high quality public realm.

### **5 BETTER WORKING: FUNCTIONAL, EFFICIENT AND FIT FOR PURPOSE**

Developing this precinct in a highly accessible location, comprising high quality residential buildings and spaces will assist Waverley in reaching its housing targets set out in the Eastern District Plan. A new publically accessible open space and laneway - which can be used in different ways - by a diverse mix of people who live and work nearby and in Charing Cross, will provide a long-term functionality within the area.

### **6 BETTER VALUE: CREATING AND ADDING VALUE**

This proposal adds significant value to Charing Cross by leveraging and building on the existing characteristics and qualities of the building to increase the social, economic and environmental benefits to the community. The return on investment goes beyond being financial, as it is considered that there is significant social value in enhancing the local district. Furthermore, good design such as what is proposed tends to support and encourage further good design, raising the standard in the local area and multiplying value over time.

### **7 BETTER LOOK AND FEEL: ENGAGING, INVITING AND ATTRACTIVE**

The feel of Charing Square is important. It has been developed in such a way as to encourage community interaction, communication and expression. The aesthetic of the built form, activation of the Bronte Road street frontage, and new laneway and urban courtyard ensures people can relate and use these spaces. Through a series of design techniques, the proposed built form showcases architectural quality that is visually attractive but also contributes to the human scale by activating ground levels and the public realm.



## GREENER PLACES

### NSW GOVERNMENT ARCHITECT

Greener Places is the Green Infrastructure policy produced by the Government Architect NSW to guide the planning, design and delivery of Green Infrastructure in urban areas across NSW.

The draft policy builds on the Sydney Green Grid - the design-led Green Infrastructure strategy developed to create a network of high quality green areas that connect town centres, public transport networks and major residential areas in Sydney.

The policy is assessed against agreed criteria, enabling better opportunities for industry to embed the benefits of a greener approach to projects.

### THE OBJECTIVE

The policy aims to create a healthier, more liveable and sustainable urban environment by improving community access to recreation and exercise, supporting walking and cycling connections, and improving the resilience of urban areas.

## WHAT IS GREEN INFRASTRUCTURE?

Green Infrastructure is the network of green spaces, natural systems and semi-natural systems including parks, rivers, bushland and private gardens that are strategically planned, designed and managed to support a good quality of life in an urban environment.

### THE PRINCIPLES

Green Infrastructure connects vital life support systems for urban environments. Well-designed Green Infrastructure responds to four key principles:

- Integration;
- Connectivity;
- Multifunctionality; and
- Participation.

The quality of design affects how spaces and places function, what they contribute to the broader environment, and which kind of end-user or audience they attract.

Collectively, the principles, seen to the right, aim to achieve the kinds of urban places and spaces we collectively aspire to, how we deliver these and ultimately move towards better understanding, measuring and capturing the benefits of good design.

## RELEVANCE:

Greener Places sets out principles and measurable outcomes to improve Green Infrastructure in NSW. By meeting and exceeding the objectives set out in the document, the proposal ensures a well-designed built environment that enhances spaces and places.



“Greener Places is an overarching scheme for ensuring connection and integration of our green assets, ensuring their contribution to quality of life, and that the environment and the economy are maximised, rendering a working whole that is far greater than the sum of its parts.”



*How does Charing Square respond to the 'Greener Places'?*

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## **1 INTEGRATION: COMBINE GREEN INFRASTRUCTURE WITH URBAN DEVELOPMENT + GREY INFRASTRUCTURE**

The Charing Square proposal includes street trees and green roofs to ensure that the urban heat island effect is mitigated and stormwater runoff is reduced. In addition, greenwalls will contribute to insulation. The proposal seeks to integrate greenery within the urban courtyard and laneway, and will ensure sustainable initiatives such as water recycling and community vegetable gardens are promoted.

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## **2 CONNECTIVITY: CREATE AN INTERCONNECTED NETWORK OF OPEN SPACE**

The proposal to develop an urban courtyard and laneway through the precinct promotes a wider local-scale open space network consisting open spaces and laneways of different types and sizes. Within the surrounding pedestrian network is a series of existing and potential plazas and parks that each provide opportunity for further growth and activity to develop alongside the Charing Cross/Queen's Park neighbourhood. Connecting Bronte Road and Carrington Road supports social connectivity by establishing a direct pedestrian link between the local centre and a residential area, as well as offer people a new place to linger and socialise.

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## **3 MULTI FUNCTIONALITY: DELIVER MULTIPLE ECOSYSTEM SERVICES SIMULTANEOUSLY**

The open space created by the renewal of the square will enhance the rest of the precinct, including the new residential dwellings and existing Robin Hood Hotel, by enhancing its character and sense of place. As they are flexible in use and publicly accessible, the new laneway, courtyard and enhanced street frontages are multifunctional in nature and will therefore provide a multitude of socio-cultural and economic benefits to both visitors and residents. In particular, they will foster community identity, sense of connectedness, and community capacity.

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## **4 PARTICIPATION: INVOLVE STAKEHOLDERS IN DEVELOPMENT AND IMPLEMENTATION**

The proposed laneway and urban courtyard allow for community gatherings and offer amenity to the residents of the wider area. Residents will be encouraged to participate in the public and private realm through varied programming, weekend and seasonal offering, and communal facilities.



## LOCAL CHARACTER AND PALCE GUIDELINE (2019)

In February 2019, the NSW Government released the Local Character and Place Guidelines which aims to ensure planning recognises and enhances local character. The Guideline describes what local character is and recognises the important role it plays in planning for development that is contextual, of its place and meets the growing needs of NSW.

Key strategies include:

- Adopting a place-based, and design-led approach which builds on the valued characteristics of existing neighbourhoods and places;
- Recognising, and championing the important role communities play in defining existing character and shaping a desired future character for their local area; and
- Ensuring the right tools are available in the planning system to ensure that shared visions for the future are effectively realised.

Recent changes to the Environmental Planning and Assessment Plan 1979 include the introduction of local strategic planning statements.

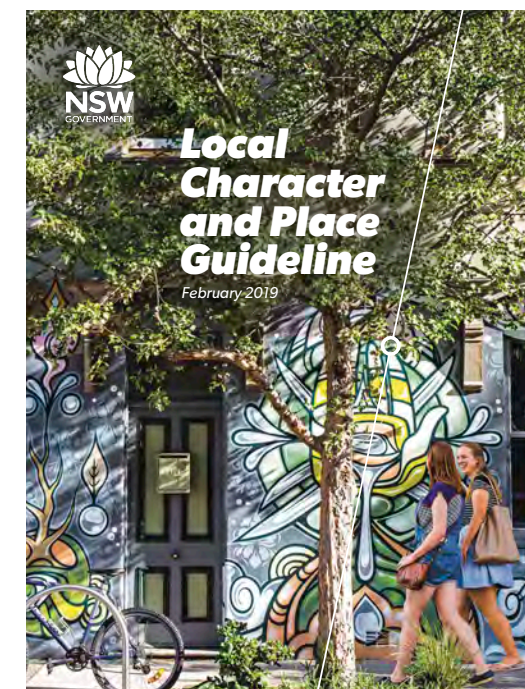
## WHAT IS LOCAL CHARACTER?

Character is what makes a neighbourhood distinctive. It is created by a combination of the land, public and private spaces and how they interact to make a distinctive character and identity of an area.

This includes the relationship between buildings, architectural styles, subdivision patterns, activity, geography and vegetation.

## RELEVANCE:

The Guideline states that local character should be considered at every stage of the planning and development process in NSW. The team behind this proposal recognises that the use of guidance and tools prepared by the Department and the Government Architect NSW, including 'Better Places', in conjunction with Waverley Council, can play our part in ensuring that the Charing Cross local character is enhanced through this place-led proposal.



“Respecting character does not mean that new development cannot occur, instead, it means that a design-led approach needs to be implemented which builds on the valued characteristics of individual neighbourhoods and places.”



## COMMUNITY STRATEGIC PLAN 2018-2029

The document sets the community vision for the future, based on four social justice principles, including:

- Equity;
- Access;
- Rights; and
- Participation

### Relevance:

The Community Strategic Plan identifies a range of goals across a number of themes. Of these, we highlight with special relevance for our precinct: create a resilient, caring and cohesive community, strengthen people's inclusion in community life, improve health and quality of life through a range of recreational opportunities and quality open spaces, ensure villages continue to have a diverse range of businesses, local jobs and services, facilitate and deliver well-designed, accessible and sustainable buildings and public spaces that improve the liveability of our neighbourhoods, value and embrace heritage items and places, build and maintain streetscapes that have a welcoming sense of place, and construct and upgrade new buildings and infrastructure that meet current and future community needs.

## WAVERLEY ECONOMIC DEVELOPMENT STRATEGY 2015-2020

The document outlines a number of sustainable living themes that relate to economic development. The themes have an emphasis on people, place and business, and include a focus on industry and infrastructure:

- A vibrant, diverse and robust economy;
- Public spaces and built environment are vibrant;
- Inviting, accessible and aesthetically pleasing;
- A sense of place and identity is preserved and celebrated;
- Visits contribute positively to the community and economy.

### Relevance:

The document highlights the main opportunities for Waverley, the improvement of destination marketing and local branding, the enhancement of sense of place and cultural character of the village centres, and the support for small businesses. The precinct has the potential for an effective response in this regard. This will be further explored through the place activation strategy.

## WAVERLEY'S PEOPLE, MOVEMENT AND PLACES STRATEGY (2017)

Waverley's People, Movement and Places Strategy provides recommendations and guidance on how Waverley Council can enable people to move within and between the key places that they want to visit.

It also identifies key priorities and actions that can be adopted and implemented, through a number of signature projects, in order to achieve those aspirations,

### Relevance:

Two projects are proposed to "reprioritise" the Charing Cross Village as a place for people with a focus on active transport, public transport and reducing dependence on the private vehicle, including a High Pedestrian Activity Area (HPAA scheme). Charing Square is consistent with the intent of the two projects.

## WAVERLEY DEVELOPMENT CONTROL PLAN (2012)

The Waverley Development Control Plan (DCP) sets specific planning and design guidelines including built form controls, parking, biodiversity and tree preservation, signage, heritage conservation and safety.

The DCP identifies areas where more specific guidelines apply, such as the local village centres, including Charing Cross.

### Relevance:

This is a key document in the context of the current proposal as it sets the desired future character objectives and the built form controls which apply to the Charing Cross local village centre.





# REGIONAL CONTEXT

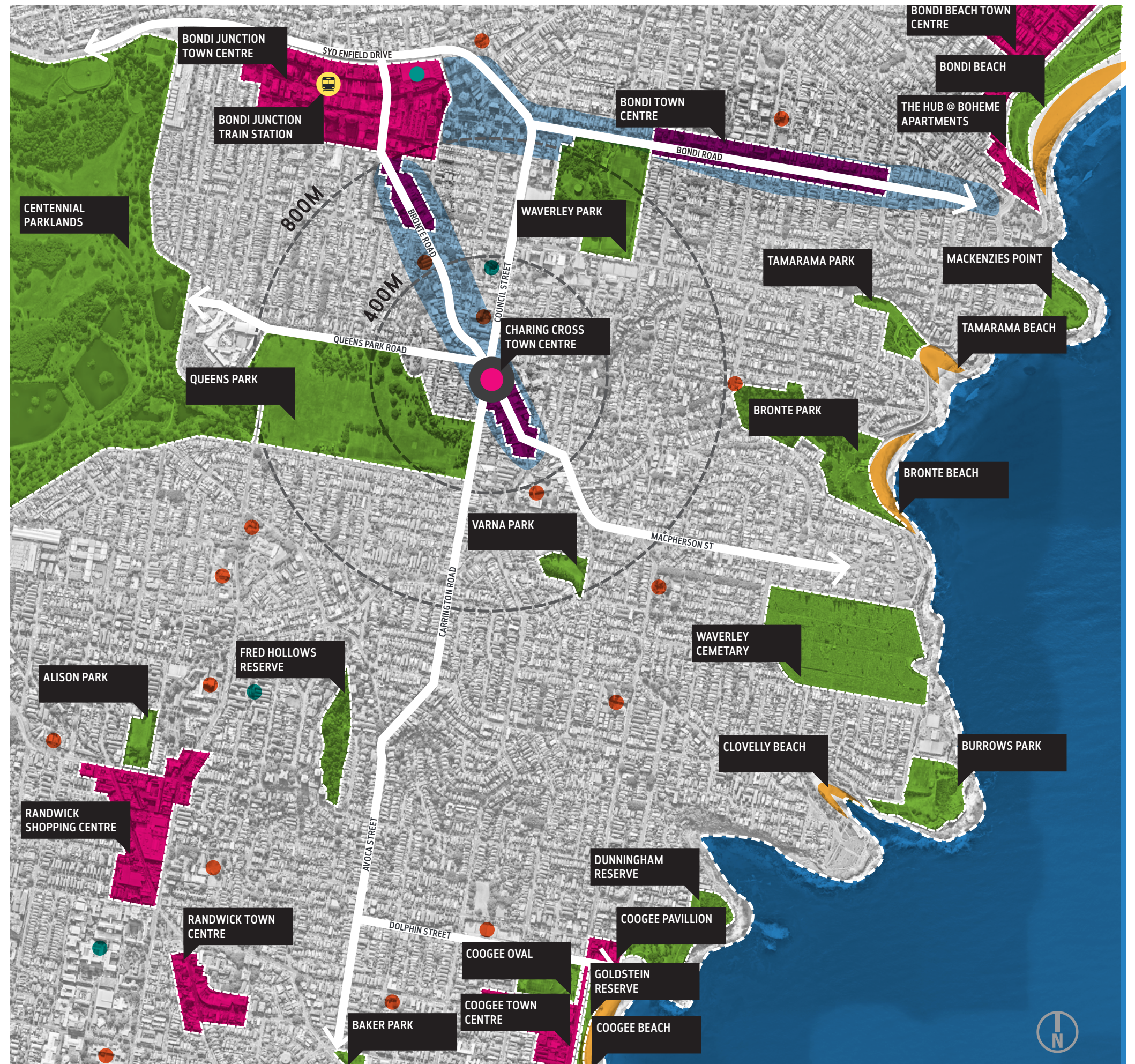
Charing Cross is a village centre within the Waverley Local Government Area. It was formed when the trams reached this area and thus it pre-dates Bondi Junction as a town centre.

It is strategically positioned as part of a major corridor from Bondi Junction along Bronte Road through to MacPherson St.

The intersection of Bronte Road, Carrington Road and Victoria Street can be considered a gateway between the suburbs of South Waverley and North Randwick.

This spine has a large number of bus routes and is relatively flat. It is an ideal route for pedestrians and bicycles, although the road environment is not prioritised towards these modes. The corridor between Bondi Junction and Charing Cross is identified by Council as a “potential redevelopment area”.

The precinct has a setting and location which provides a unique character to be appreciated by the local community.



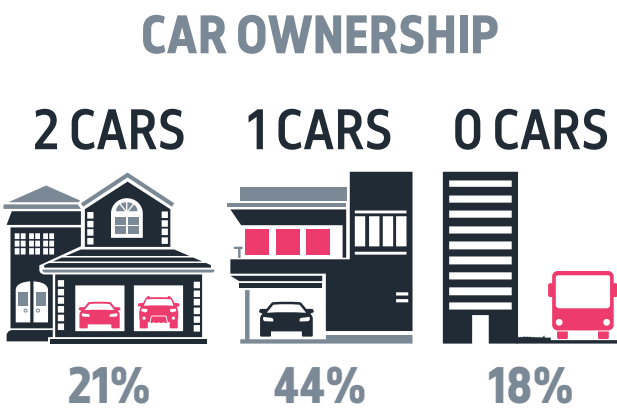
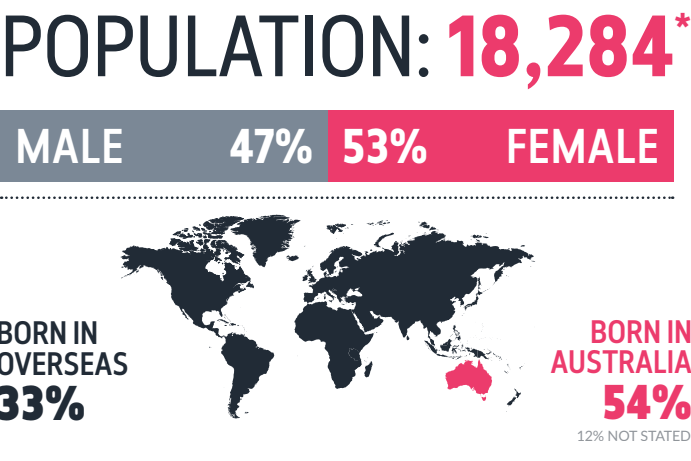
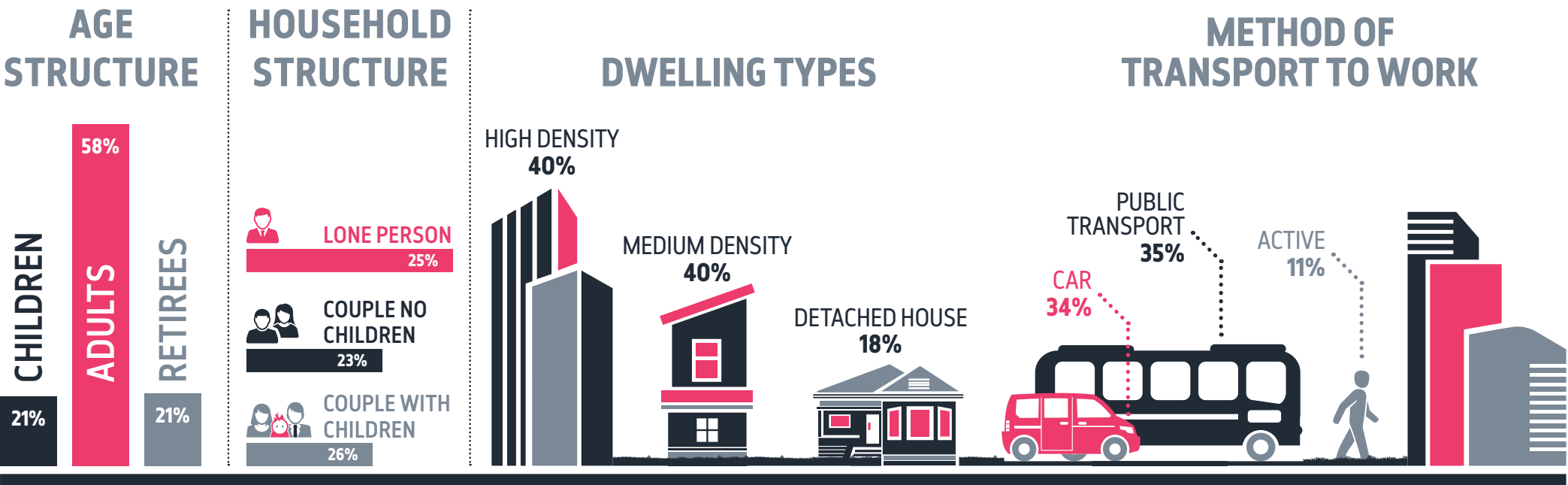






# CHARING CROSS AT A GLANCE

OVERVIEW



Transitioning Waverley

\*2017 Population. Percentages statistics base on 2016 profile.

The above statistics are a combination of demographic data from Bondi Junction, Queens Park and Waverley. This is approximately an 800m radius around the precinct.

Source: Profile ID



# CHARING CROSS AT A GLANCE

## KEY USER GROUPS

### Convergence of Communities

An active and vibrant place must reflect the characteristics and values of the people who use it, so it is important that we have an understanding of key user groups in order to properly tailor uses and activities.

Charing Cross sits at the intersection of three distinct but similar communities; Bondi Junction, Queens Park and Waverley. These areas have a wide demographic range, but are generally dominated by young professionals, families and older residents. While there are many families, there is also a large proportion of lone person households, which are a mix of younger and older singles. This catchment of people are educated professionals with high household incomes.

It is a relatively stable population that is not transient, and therefore there is a strong sense of community and neighbourliness.

The following outlines the key characteristics, needs and wants of the three most significant user groups within the community.



### YOUNG PROFESSIONALS

#### Key Characteristics

- Disposable income
- Time poor
- Many live alone
- Seek unique experiences rather than material things

#### Needs & Wants

- Things to do at night and on weekends
- Entertainment/experience destinations and activities
- Opportunities to socialise



### FAMILIES

#### Key Characteristics

- Generally have young children
- Time poor

#### Needs & Wants

- Family friendly activities
- Facilities and amenities - bathrooms, ramps, space, shelter, etc
- Safe environments (i.e. from cars)
- Convenience
- Affordable activities and experiences



### SENIORS

#### Key Characteristics

- Many older singles
- Include retirees/empty nesters and elderly

#### Needs & Wants

- Daytime activities
- Accessibility/walkability
- Comfortable places - seating, shading
- Meeting places
- Convenience



# CHARING CROSS AT A GLANCE

## COMMUNITY VALUES

Local residents like the **CONVENIENCE** of Charing Cross; a place that is easily accessible, caters to everyday needs, and close to the beach without the crowds of Bronte.

Charing Cross is a place tailored to the local community. It has a distinct **VILLAGE VIBE** that is attributed to its fine grain built form and unique sense of place.

Residents recognise and appreciate the **IDENTITY** and character of Charing Cross due to a number of iconic buildings, including the Robin Hood Hotel.

Charing Cross is known for its **BOUTIQUE** and gourmet shops that are independently owned and unique.



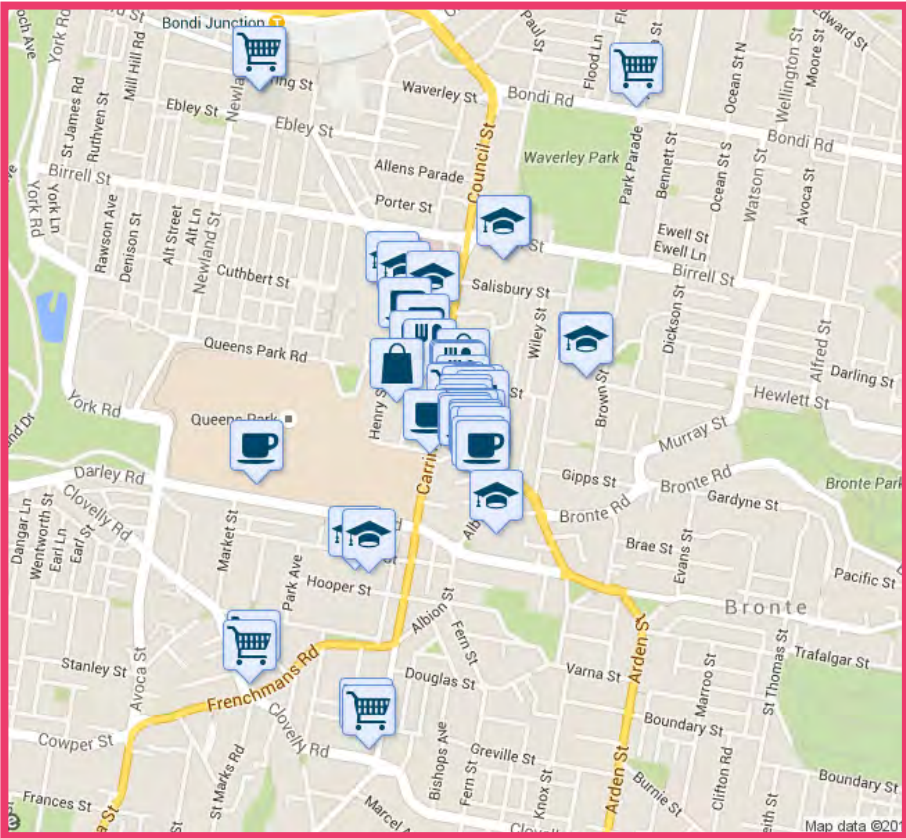
# CHARING CROSS AT A GLANCE

## DESIRE FOR WALKABILITY

### Transitioning Waverley

Charing Cross is a strategically well placed location to promote car-free living. The precinct is well connected to the established retail and bus routes of Bronte Road, and is within a 15 minute walk or shorter cycle to Bondi Junction, both a major retail centre and a train link into greater Sydney.

With 22% of residents not owning a car, and almost half owing just one, there is potential to make the centre a more attractive place to spend time in and walk to.



### MILLENNIALS

**71%**  
WOULD SETTLE FOR A  
SMALLER LOT IF THEY  
COULD **WALK  
TO WORK**

### BABY BOOMERS

**75%**  
HAVE A PREFERENCE  
FOR **URBAN STYLE,  
MIXED AGES  
MIXED USE  
COMMUNITIES**

**WALK SCORE**  
**WALKERS PARADISE**  
DAILY ERRANDS DO  
NOT REQUIRE A CAR

**90**

**TRANSIT SCORE**  
**GOOD TRANSIT**  
MANY NEARBY PUBLIC  
TRANSPORT OPTIONS

**65**

**55%**  
WOULD TRADE A BIG  
YARD IF IT MEANT BEING  
ABLE TO **WALK  
TO THE  
SHOPS**

**32%**  
WOULD PAY EXTRA  
TO BE ABLE TO  
**RUN  
ERRANDS ON  
FOOT**



# LOCAL CONTEXT

## KEY ELEMENTS

- 1. Robin Hood Hotel
- 2. The Legion Club
- 3. Whitten Family Land
- 4. Reece Plumbing Site
- 5. Council owned property
- 6. Mary Immaculate Catholic Church
- 7. Judges Lane
- 8. Cables Place
- 9. Queens Park







 EASTERN SUBURBS **LEGION CLUB** Ph: 9387 2911

EASTERN S

KARAOKE  
EVERY WEDNESDAY &  
SUNDAY NIGHT  
10pm - 12am



FREE  
LIVE  
ENTERTAINMENT  
FRIDAY &  
SATURDAY NIGHT



NO STOPPING  
7-9  
1P  
9-6  
8-12

BISTRO  
WEEKLY FROM  
THURSDAY TO SUNDAY  
12-2PM



EASTERN SUBURBS  
LEGION CLUB  
WELCOME TO YOU  
93872911

KARAOKE FRIDAY NIGHT  
WEDNESDAY TO SUNDAY  
10-12PM

LIFECYCLE FITNESS  
WELCOME TO YOU  
93872911

BISTRO FRIDAY  
THURSDAY TO SUNDAY  
12-2PM





# LOCAL CONTEXT

## CHARING CROSS TODAY

Charing Cross is a village centre with a fine-grain character created by narrow lots and buildings. Whilst predominately a two storey village, there is a diversity of heights with the street wall of some buildings reaching 3.5 to 4 stories, such as the Legion Club. The retail offer is varied and suggests overall main street traders are not operating at an optimal viability.

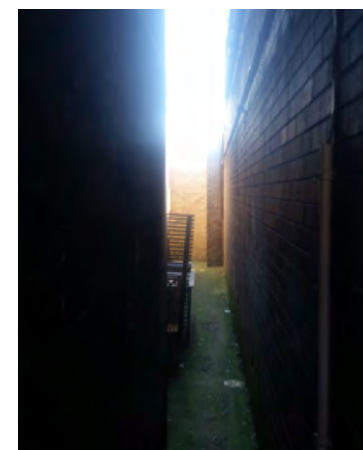
A number of notable connections exist both along Bronte Road and in the surrounding blocks. These connections between these uses and the Bronte Road main street are of varied quality, often informally linking through carparks, rear access lanes and along convoluted routes.

The Waverley, People Movement Places Strategy (2017) identifies high levels of through traffic in Charing Cross, causing congestion and conflict between transport modes, as well as, obstructing access and reducing amenity for pedestrians. The document recommends the implementation of a High Pedestrian Activity Area scheme which would involve streetscaping and re-prioritising lanes to encourage low speeds, local only traffic, high pedestrian and cycle movements and greater bus efficiency, particularly along Bronte Road.

In addition, the document recommends opening up the pedestrian route between Queens Park and the centre, to improve pedestrian permeability, making the most of the existing laneways.



BRONTE ROAD - MAIN STREET



CHARING CROSS'S LANEWAYS



URBAN CANYON OF BRONTE ROAD



# LOCAL CONTEXT THE LANES

Charing Cross benefits from a network of lanes that meanders between Bronte Road and Carrington Road.

Although of mixed quality, the lanes provide a different character by being free from significant traffic flows with improved pedestrian amenity. Within many town and village centres, similar laneway are activated over time with broad public support and benefit.

Charing Square as a precinct provides the opportunity to introduce an active lane and large plaza to Charing Cross for public benefit.





# LOCAL CONTEXT

## THE ROBIN HOOD HOTEL SITE

Since its establishment, the Robin Hood Hotel site has undergone a series of different iterations which addressed the community needs of their time:

1850 - The Charing Cross area is subdivided given the increased affluence of population to the site;

1875 - the existing site was formed;

1880's - the 'New Robin Hood Hotel' is built on the site, following the opening of the steam tramway from the city, responding to the increasing number of patrons on the suburb;

1900's - Alterations and additions to the original building;

1938 - The current Robin Hood Hotel building is constructed on the site;

1957 - The bottle shop on Carrington Road is constructed, followed by internal renovations in 1961;

2012 - The Robin Hood Hotel is renovated in keeping with the art-deco style of the building; and now,

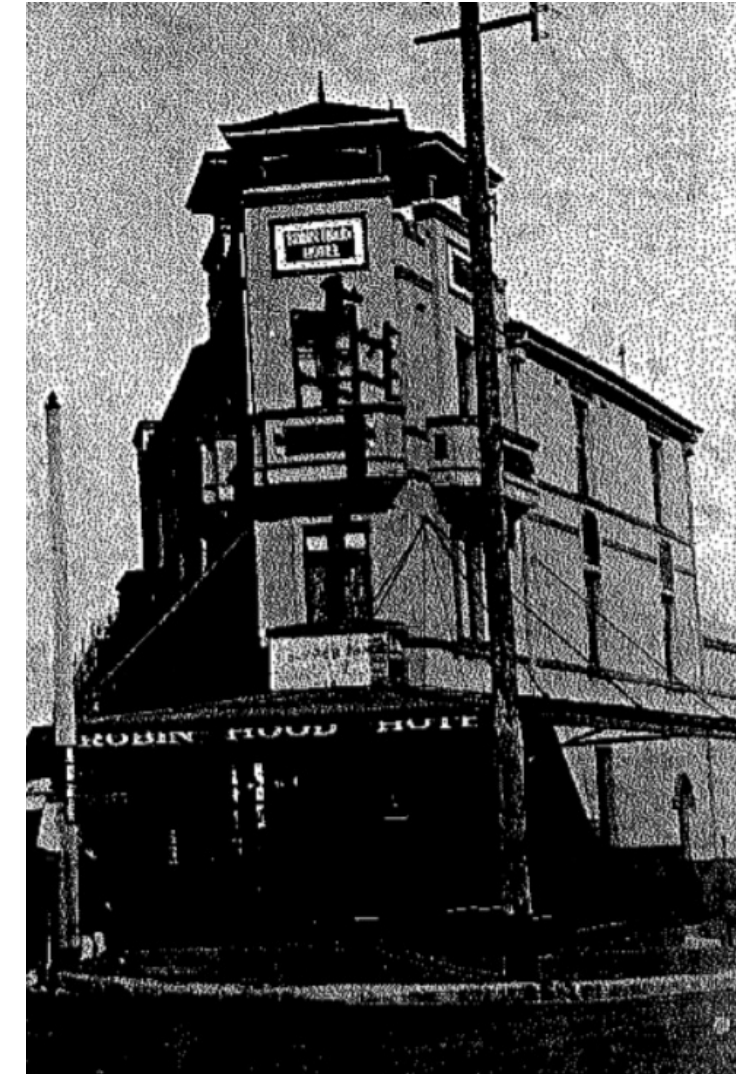
The current project provides the vision for the next iteration of the Robin Hood Hotel, one which will further open the site to the community and address its current and future needs.



ROBIN HOOD HOTEL 1880'S



ROBIN HOOD HOTEL 1938



ROBIN HOOD HOTEL 1900'S



ROBIN HOOD HOTEL TODAY



THE BOTTLE SHOP ADDED IN 1957 BACKING ON TO THE LEGION CLUB



# LOCAL CONTEXT

THE ROBIN HOOD  
HOTEL SITE





# PRECINCT CONTEXT CHARING CROSS

The precinct's main use is currently based around the drive-thru bottle shop associated with the Robin Hood Hotel, three shops, 6 derelict apartments, the Legion Club and Reece site.

### Opportunities and Constraints

- Establish a unique opportunity to create something special for Charing Cross that will not establish a broader precedent given the precinct's attributes
- Create a public space connection between Carrington Road and Bronte Road
- Provide public space that is calm from the traffic of the roads
- Extend the fine grain retail of Bronte Road
- Diversify housing choice to cater to the changing needs of locals
- Interface with the neighbouring uses, particularly the Eastern Suburbs Legion Club, to allow them further growth opportunities



The Precinct

	Site Area	Existing FSR (approximate)
Robin Hood Hotel	533m <sup>2</sup>	1.3:1
Eastern Suburbs Legion Club	491xm <sup>2</sup>	2.5:1
Whitten Family Land	1,229m <sup>2</sup>	1.0:1
Reece Plumbing Site	1,220m <sup>2</sup>	0.7:1
Total Charing Cross	3,473m <sup>2</sup>	1.1:1





The majority of the precinct today presents as driveways and blank walls contributing little to public life.



# STANDARD DEVELOPMENT MODEL

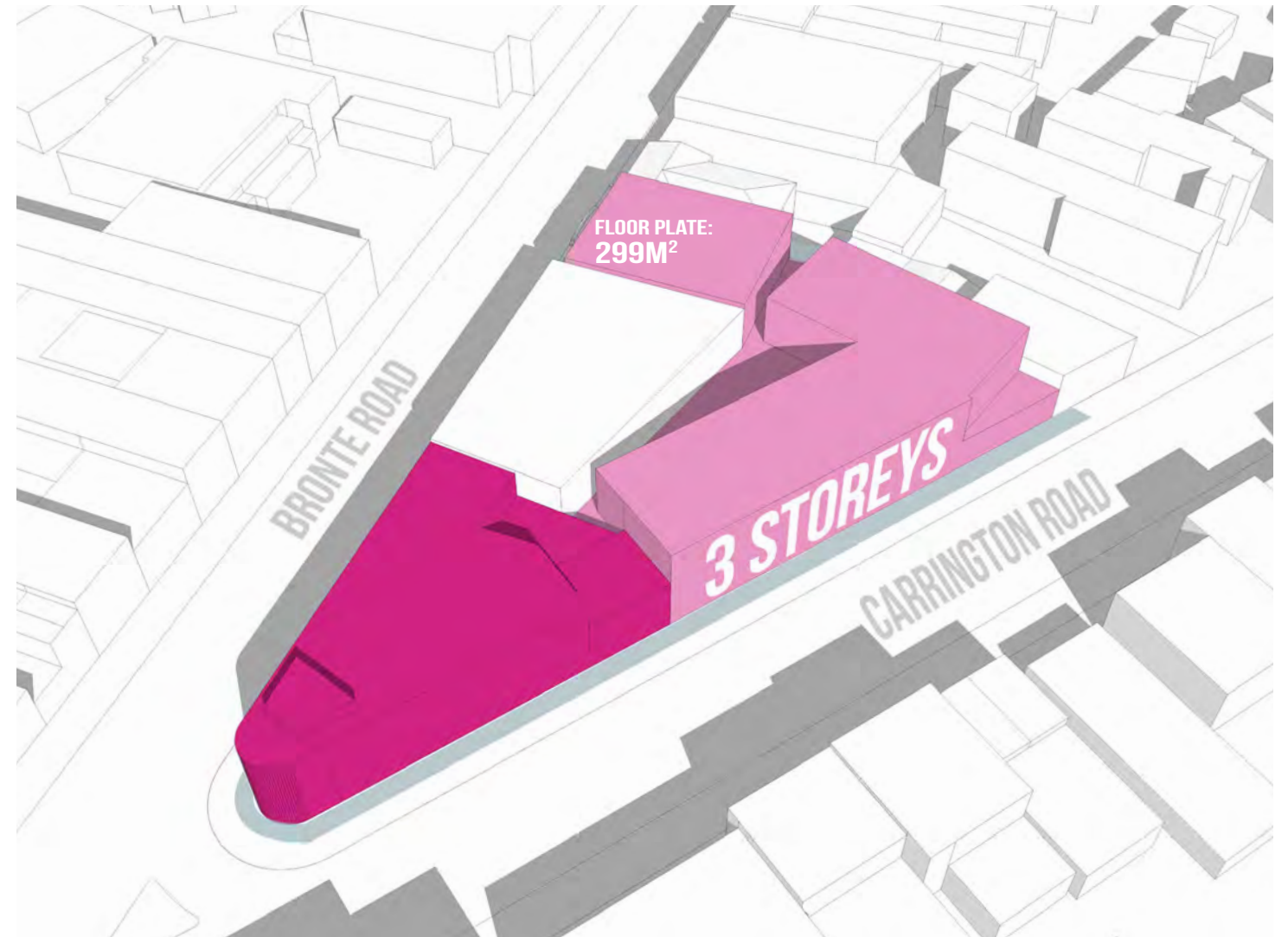
In order to understand a business-as-usual approach, a standard development model has been applied to land within the precinct owned by the Whitten Family.

In keeping with the current area a standard development would be 3 storeys, lining Bronte and Carrington Road. The ground floor would fill the precinct with retail bar for parking requirements, which would sit behind the shops; basement parking being economically infeasible with this level of development.

The improved retail along Carrington Road would be poorly connected to Bronte Road, however would work alongside further activation of the road, or Queen's Park.

The 17 dwellings would slightly increase the local population, though not enough to see a significant increase in foot traffic.

With this standard result as a base case, RobertsDay developed an urban and precinct design framework which capture and enhance the benefits of new development, and allow the activation of Bronte Road to grow, while maintaining the integrity of the heritage character.



**RESIDENTIAL GFA:** 1,264<sup>M²</sup>  
**DWELLING YIELD:** 17 UNITS  
**RETAIL GFA:** 1,200<sup>M²</sup>

The standard development model does not create the incentive or preconditions for increased public benefit required to renew Charing Cross





The Legion Club has minimal contribution to public life and streetscape amenity.



# URBAN DESIGN FRAMEWORK

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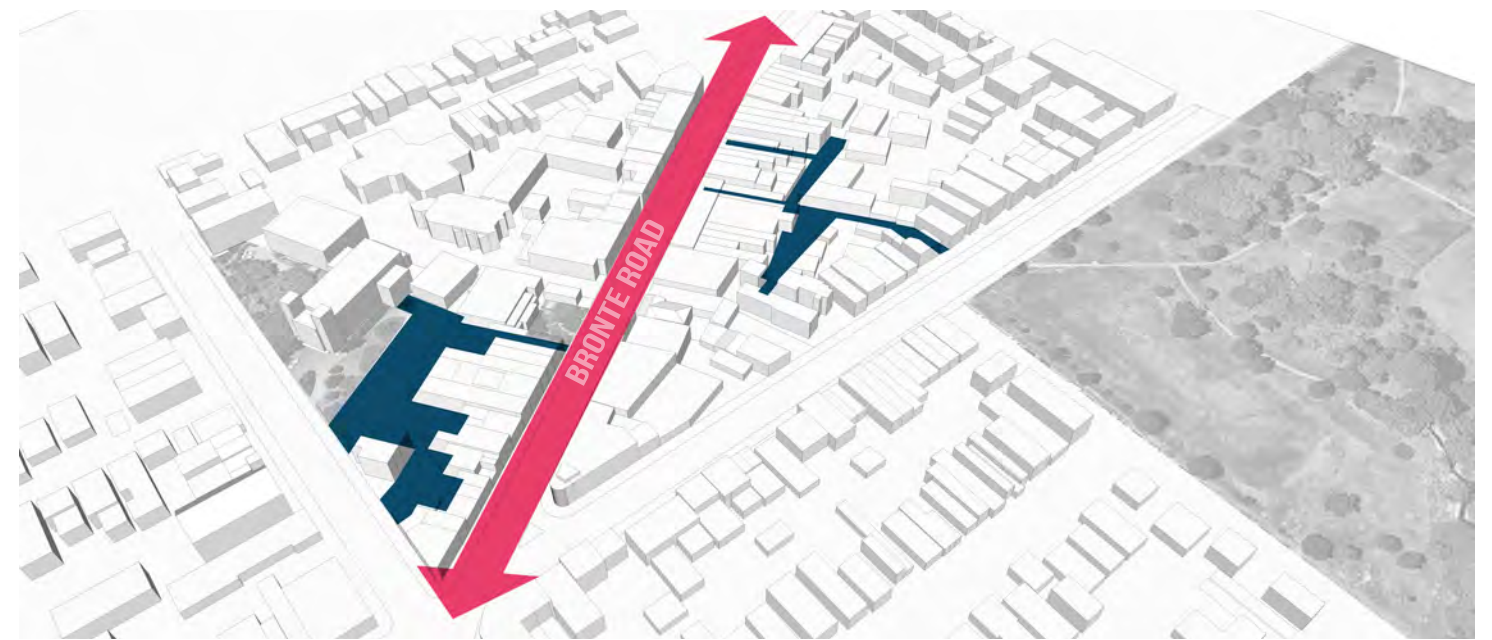


# CHARING CROSS TOMORROW

The proposal for Charing Cross is underlined and informed by a wider urban design framework intended to address and enhance the local character of Charing Cross and create a better place through the development of a more fine-grained urban form.

The development of this framework has been steered by local, regional and state planning policy and guidance, and in particular seeks to enhance the liveability of Charing Cross by renewing an existing place within the local centre (E8, Eastern District Plan).

The following pages identify such a strategy for the future renovation of Charing Cross Village centre.



## BRONTE ROAD

The exiting character of Bronte Road is linear, with many inactive laneway and parking areas behind the buildings. *Waverley's People, Movement and Places Strategy (2017)* promotes a High Pedestrian Activity Area (HPAA) scheme through the commercial centre with focus on Bronte Road (streetscaping, reprioritising lanes, local traffic only, greater bus efficiency, focusing on pedestrian movements).



# CHARING CROSS TOMORROW

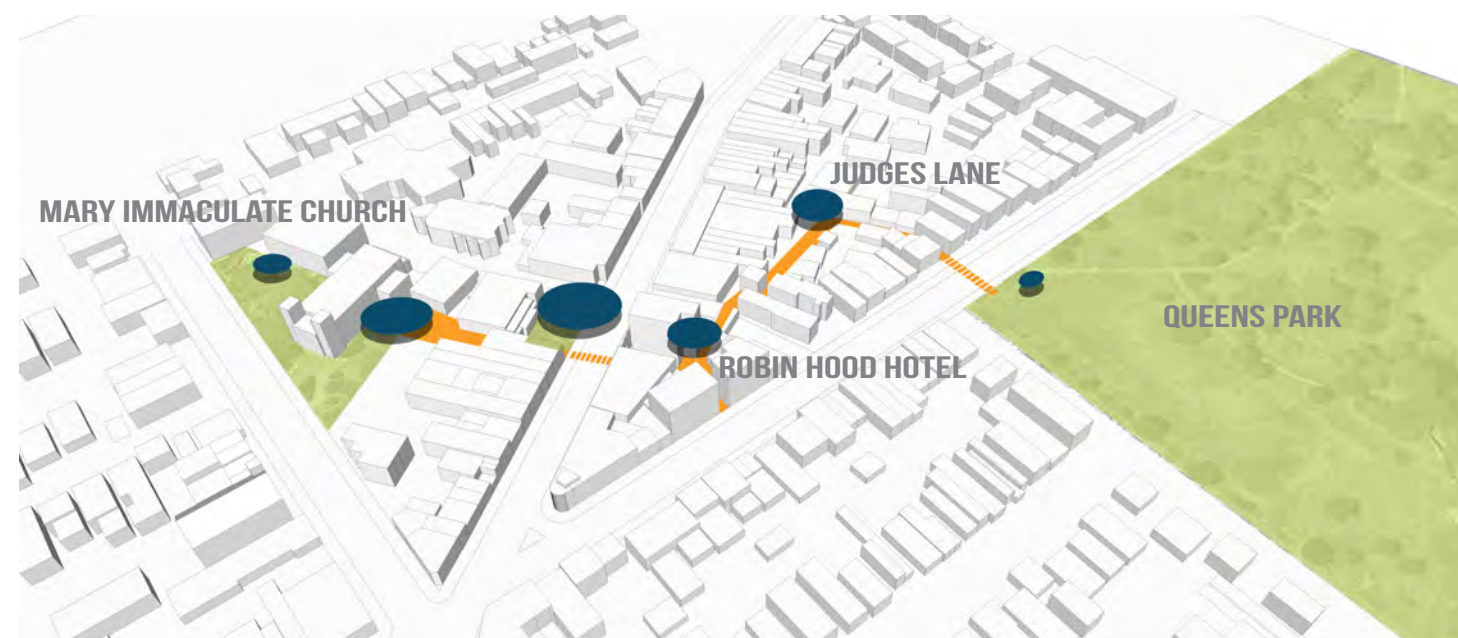
## LANEWAY LINKS

By activating the laneways, a connection is made between local landmarks, notably the Mary Immaculate Catholic Church and Queen's Park. This pedestrian focused network creates an east-west connection to compliment the north-south Bronte Road. This is consistent with the proposal of *Waverley's People, Movement and Places Strategy (2017)*.



## LANEWAY DESTINATIONS

Within the pedestrian network is a series of existing and potential plazas and parks that each provide opportunity for further growth and activity to develop alongside the Charing Cross/Queen's Park neighbourhood.





ROOF GARDENS

LIGHTING INSTALLATION

CAFE/ RESTAURANT

DIGITAL PROJECTION

POP-UP SPACE

PUBLIC ART

PUBLIC SITTING

WI-FI HOT SPOT

GREEN WALLS

PERVIOUS PAVERS

PEDESTRIAN FOCUS

KIDS PLAY

CHARING SQUARE  
*'a sustainable place'*





# CONCEPT EVOLUTION

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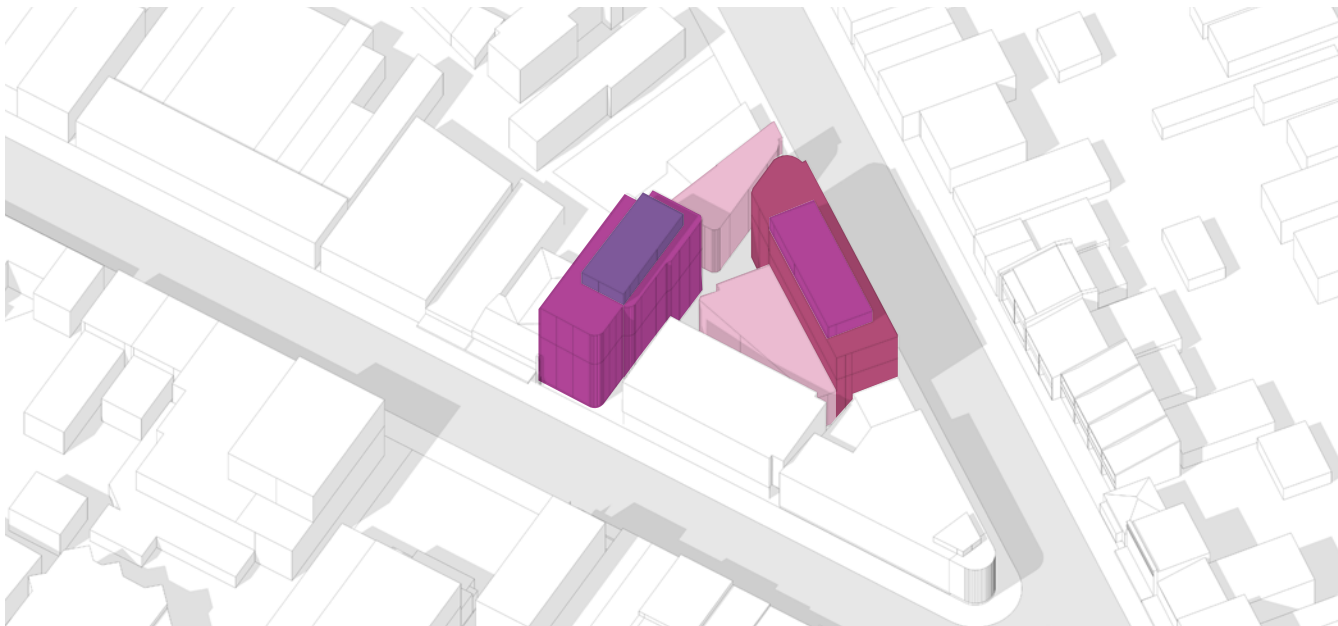
# EVOLUTION

## PREVIOUS CONCEPT

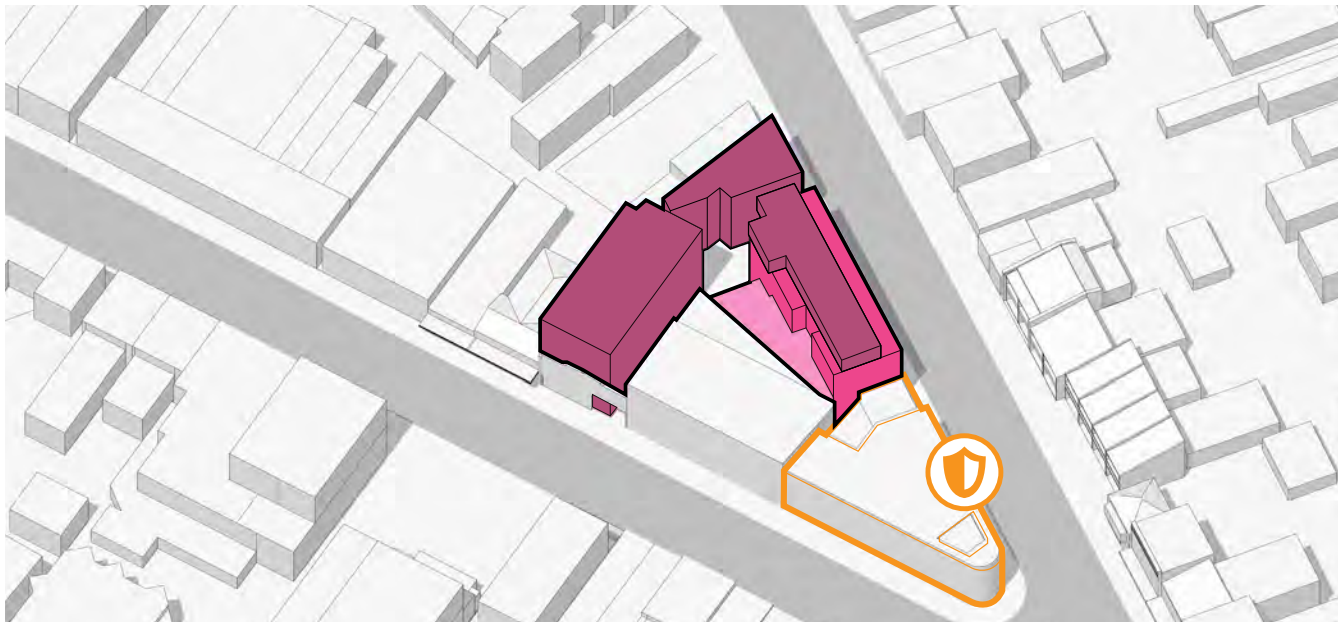
The diagrams opposite illustrate the evolution of the concept plan in response to Council and Rezoning Panel with key amendments being:-

- 1. Expanded boundary creating a precinct-based approach to the Charing Cross gateway.
- 2. Increase the proposed public realm, including a larger central space.
- 3. Reduction in heights to be 13m (or thereabouts).

- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 7 storeys



Charing Square 1.0



Charing Square 2.0



Charing Square 3.0



# PRECINCT DESIGN FRAMEWORK

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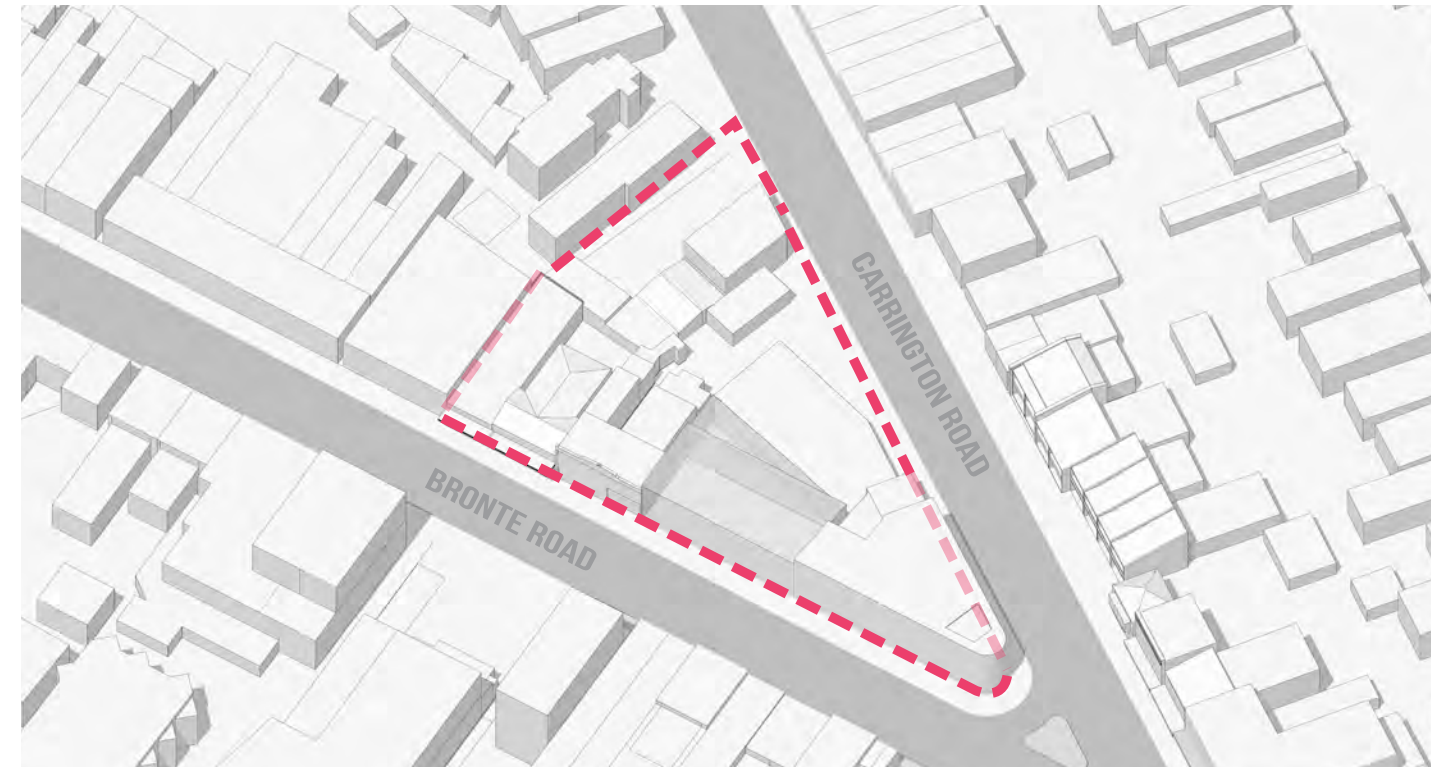


# THE PRECINCT TODAY

Charing Cross has the potential to be redeveloped in keeping with the strategy outlined in the previous pages.

With a unique precinct geometry and topography, Charing Cross can be redeveloped in a way that is consistent with and improves the character of Charing Cross. Poor quality frontages, driveways and 'dead space' can be transformed into safe, comfortable and delightful places for people.

The PP does not set a broader precedent for Charing Cross given the precinct's unique attributes including relationship to the Robin Hood Hotel and gateway location, geometry and size. In effect, it is a "landmark precinct" that warrants a special designation.

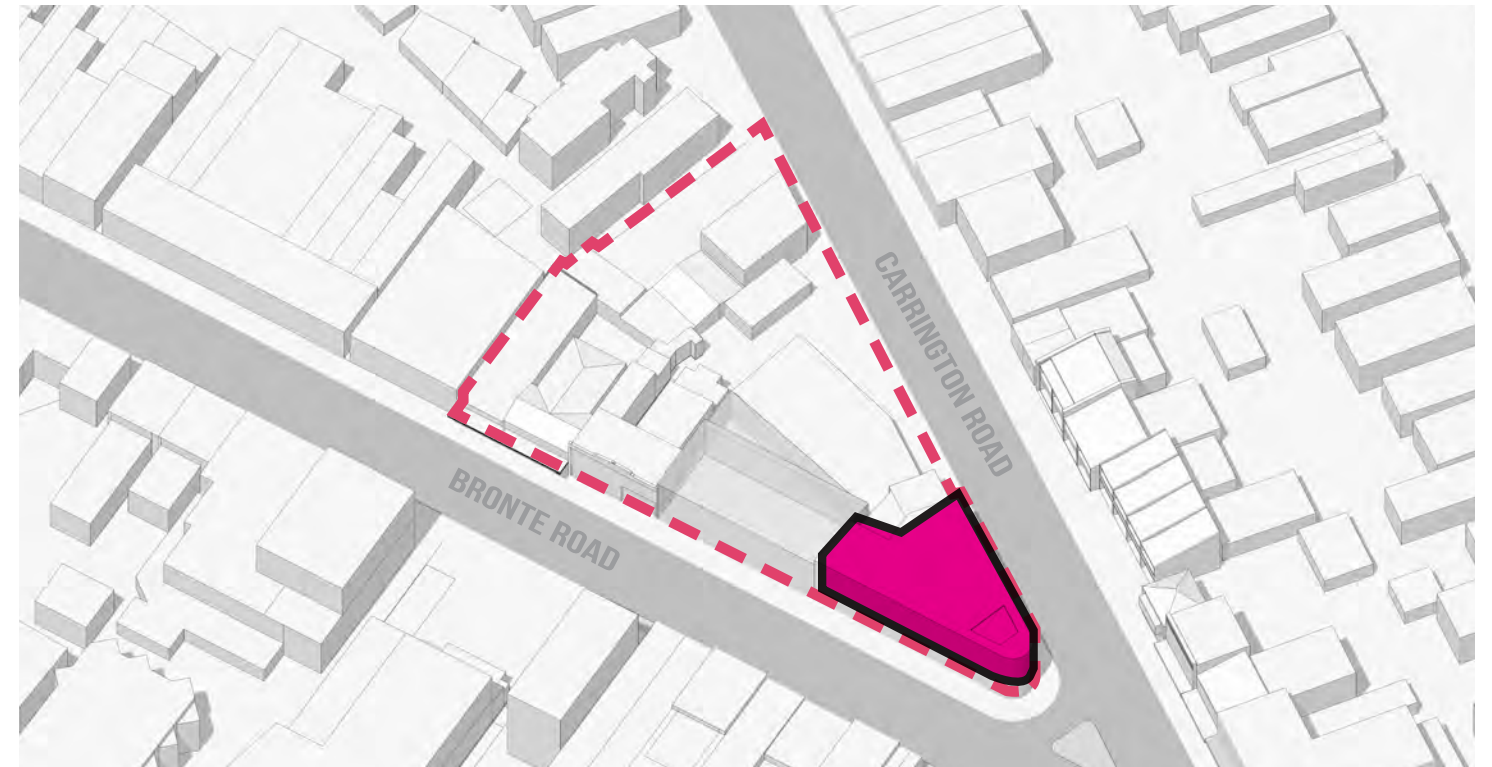




# RENEWAL

## ROBIN HOOD ANCHOR

Whilst not part of the Planning Proposal, the 1938 Robin Hood Hotel heritage building is retained in its entirety and will be an important anchor use for the Charing Cross precinct.



## RETAIN FACADE

223-227 Bronte Road is a two storey, Inter War commercial/residential building built on a large site to the west side of Bronte Road. It is typical of the period but is large and has some presence in the street. The facade is to be retained and enhanced in order to preserve its historic significance and improve the local character of Charing Cross.



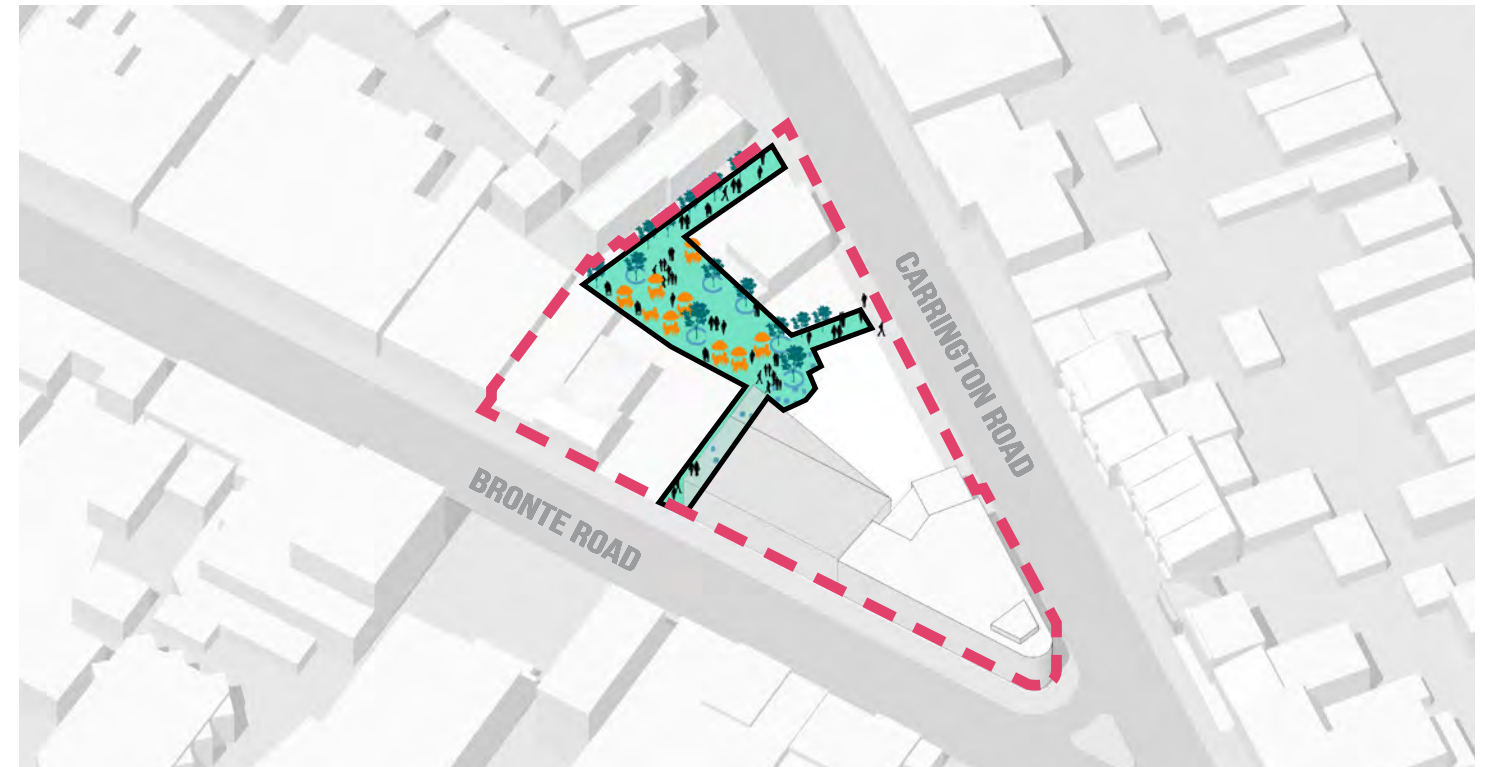


# PEDESTRIAN LINK

## URBAN COURTYARD

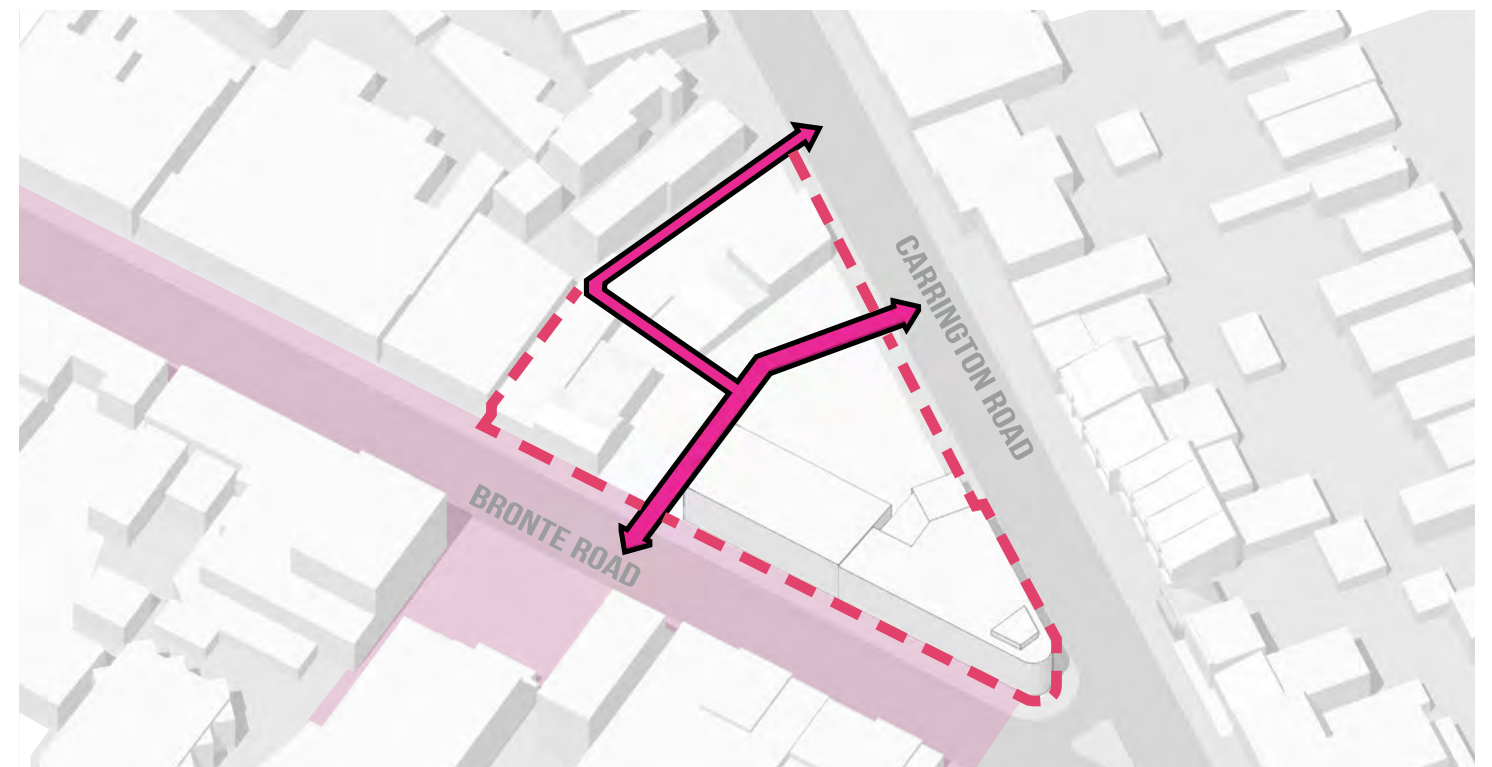
The vacant spaces between the buildings are regenerated to create a public open space which integrates with the ground floor of the future development.

There is a level drop of approximately 3m across the precinct, between Bronte and Carrington Road. This provides the opportunity for activation at different heights, with internal terraces and stairs.



## PEDESTRIAN ACCESS

The urban courtyard provides the opportunity for future connectivity between Bronte Road, Carrington Road and Judges Lane, south of the precinct.



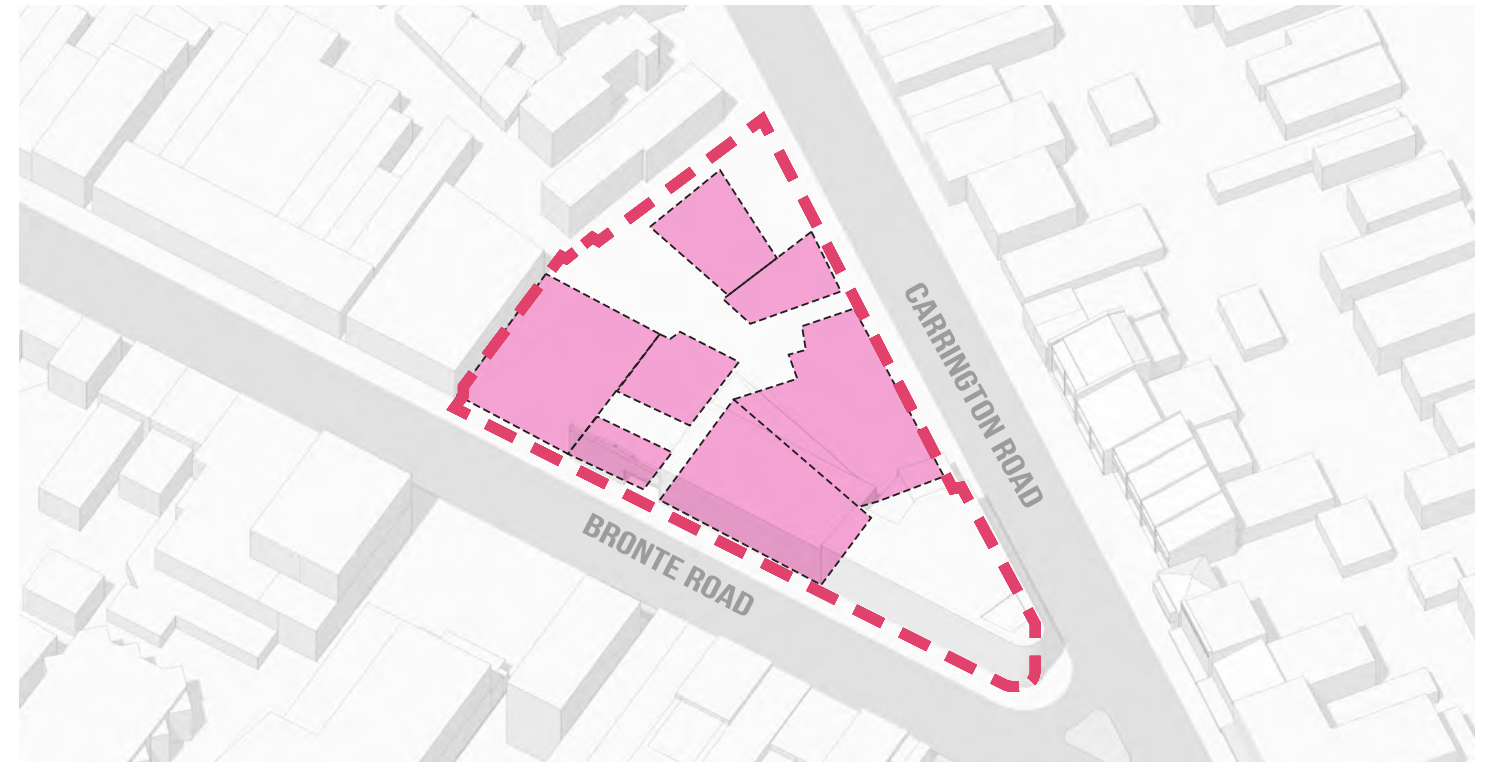


# DIVERSITY OF USE

## ACTIVATED GROUND FLOOR

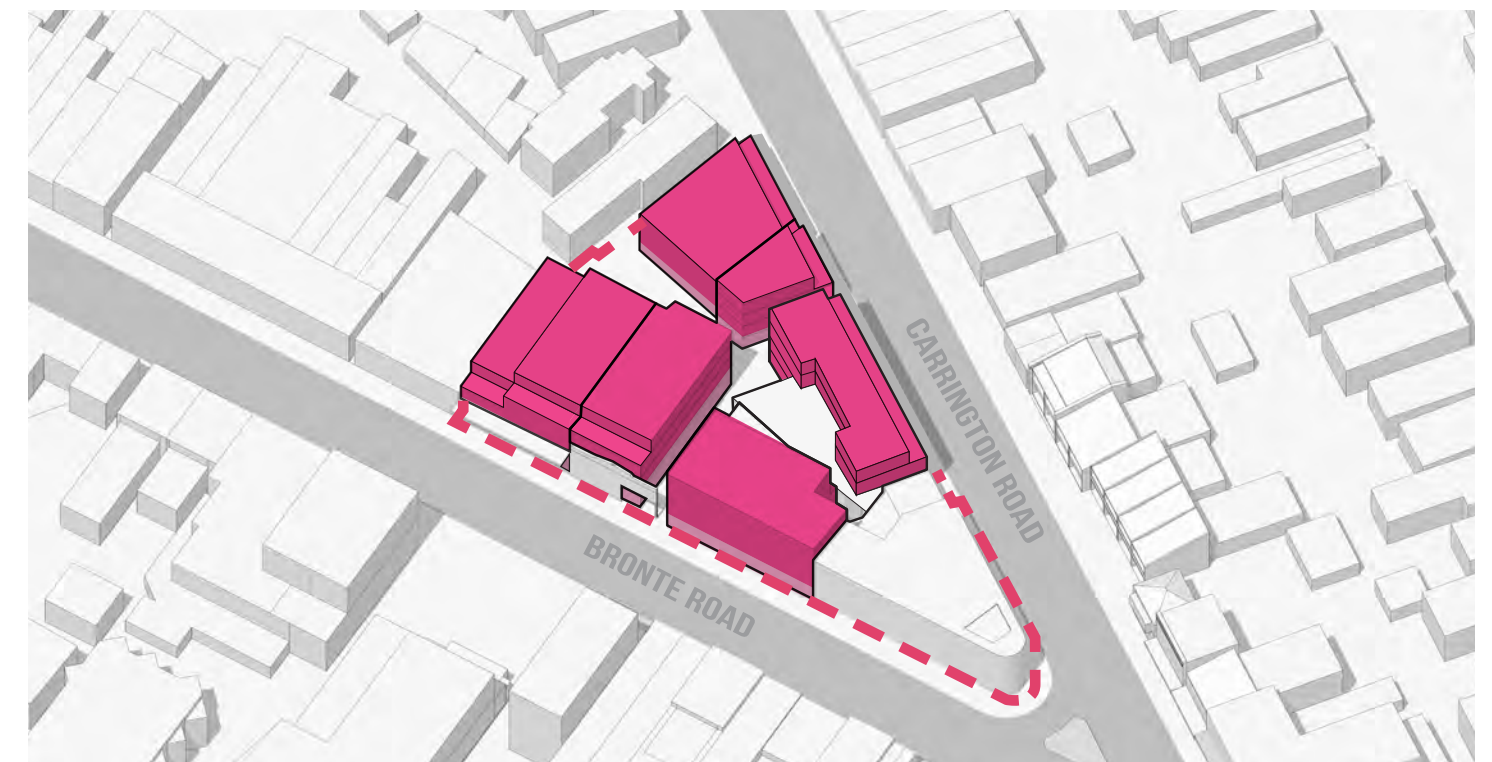
Retail and commercial spaces are provided at ground floor, enclosing the urban courtyard and providing further activation of both adjacent streets. 19% of the precinct will be dedicated to open space.

The shop fronts at Bronte Road are redeveloped within a metric and composition which responds to the character of the precinct and provides an awning over the pedestrian path, in keeping with the streetscape character.



## RESIDENTIAL ABOVE

Two apartment buildings are located above the street and laneway, providing an increase in the local user population, as well as surveillance of the surrounding streets and internal open spaces.





# CATALYST FOR RENOVATION

## ARTICULATED BUILT FORM

\*CLUB ILLUSTRATIVE VIEW

The outcome of the design proposed is to provide a rich and articulated built form, where the design of the individual buildings takes in consideration the metrics of the adjacent buildings, and thus relates with the character of Charing Cross.

Parking access: The proposed basement car park entry off Carrington Rd can provide subterranean access to the Legion Club site (if desired). Potential expansion subject to other sites development.



PRECINCT AREA	3,473 <sub>M²</sub>
PRECINCT GFA:	6,379 <sub>M²</sub>
PRECINCT FSR:	2.0:1 TO 2.25:1
WHITTEN SITE FSR	2.25:1
OPEN SPACE:	620 <sub>M²</sub> (18% OF (PRECINCT ARE))



# THE CONCEPT

## CHARING CROSS



NOT TO SCALE





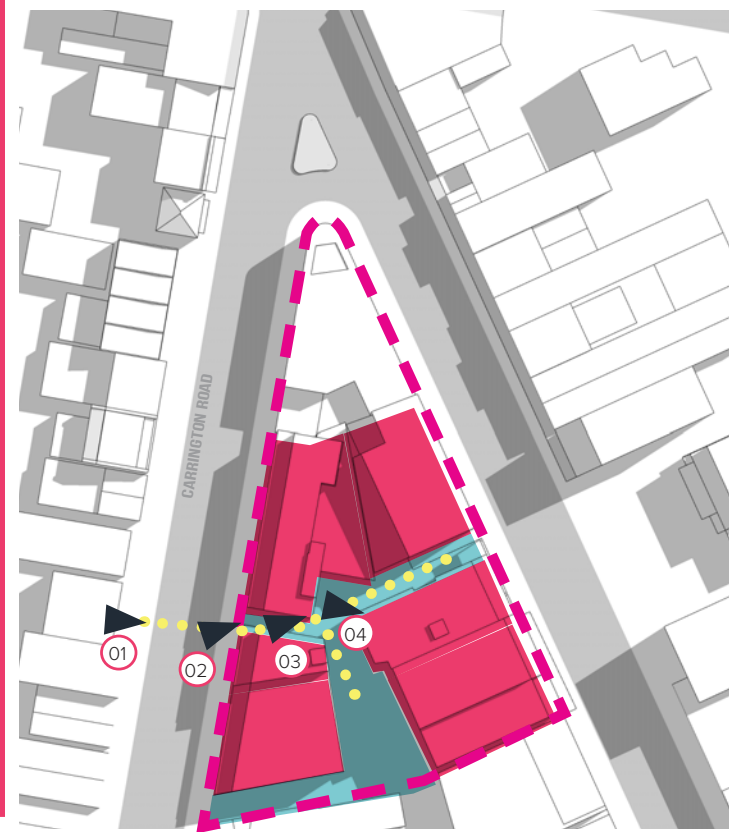




# JOURNEY OF PLACES

ILLUSTRATIVE VIEWS

VIEW FROM CARRINGTON RD

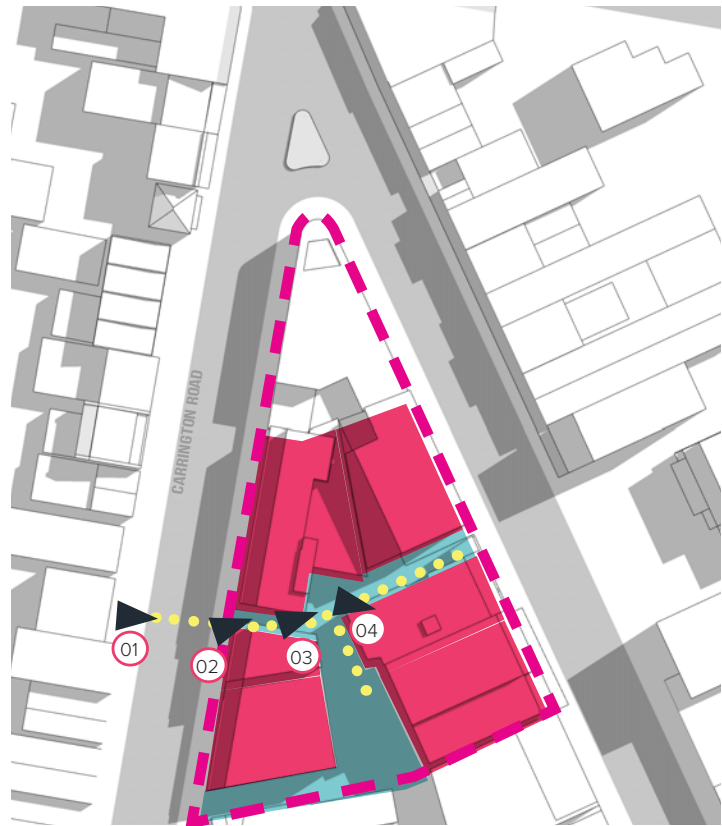




# JOURNEY OF PLACES

ILLUSTRATIVE VIEWS

VIEW OF THE URBAN COURTYARD

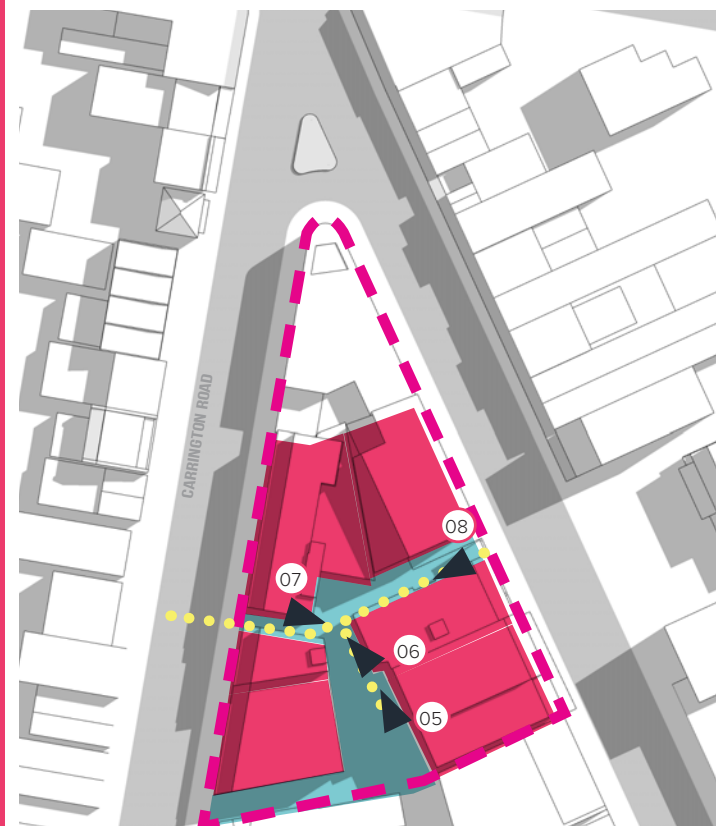




# JOURNEY OF PLACES

## ILLUSTRATIVE VIEWS

### VIEW OF THE URBAN COURTYARD





# JOURNEY OF PLACES

## ILLUSTRATIVE VIEWS

### VIEW OF THE URBAN COURTYARD





# VISUAL ASSESSMENT

A preliminary visual assessment of the proposal has been undertaken from key vantage points, particularly the intersection of Bronte Road and Carrington Road.

With the precinct's unique geometry and change in level, the proposal has minimal visual impact and is largely contained within the frame established by the Robin Hood Hotel and Club.



VIEW FROM CARRINGTON ROAD



VIEW FROM CARRINGTON ROAD/BRONTE ROAD INTERSECTION



VIEW FROM CARRINGTON ROAD/BRONTE ROAD INTERSECTION





VIEW FROM BRONTE ROAD



VIEW FROM BRONTE ROAD



VIEW FROM BRONTE ROAD



VIEW FROM BRONTE ROAD



# SOLAR ANALYSIS

## WINTER SOLSTICE (21 JUN)

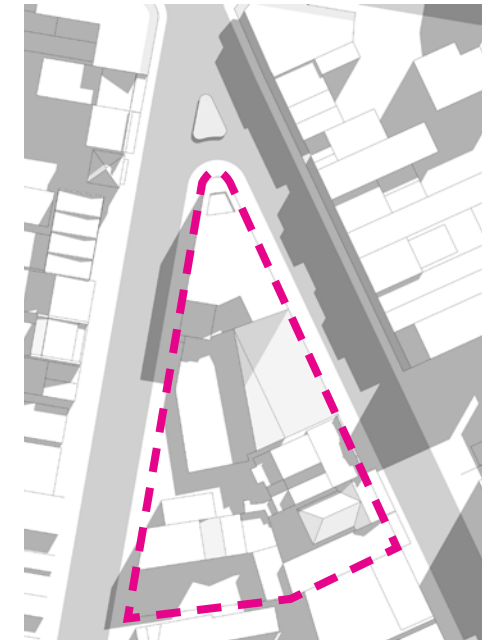
A solar analysis (2D and 3D provided) of the proposed built form indicates:

- The solar access to apartments buildings is provided by the building orientation. Building 1 fronting Carrington Road is largely north-south oriented with solar access to afternoon sun on the western facade. Buildings 2 and 3 benefit from morning sun on the facade facing Bronte Road and afternoon sun on the facade facing the internal laneway.
- Overall the proposed development has minimal impact on the footpaths of Carrington Road.
- Overall there is minimal overshadowing on the footpaths of Bronte Road.
- There is some overshadowing where the proposed built form casts a shadow over the roof and courtyard of the adjacent properties to the south. However, it is noted that this overshadowing is compliant with ADG guidelines and is therefore considered acceptable on whole.
- It is also noted that the adjacent properties can benefit from a similar development potential which, when occurring, would reduce the potential impact of overshadowing.

## EXISTING SHADOWING (2D)

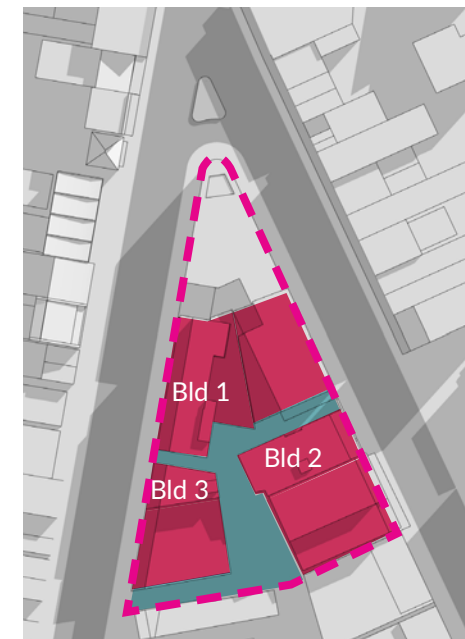


9AM WINTER

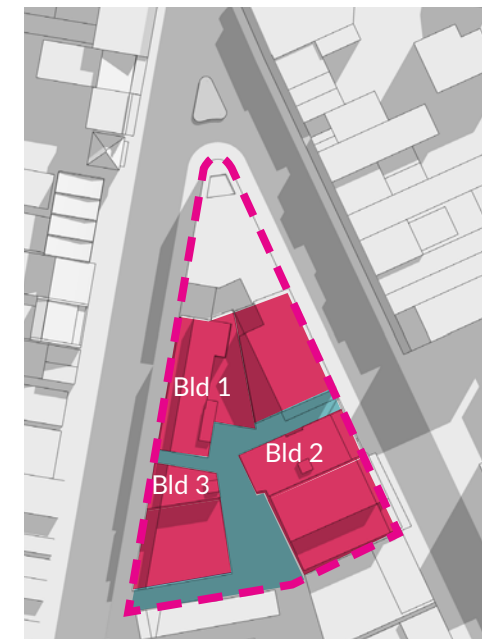


10AM WINTER

## PROPOSED SHADOWING (2D)

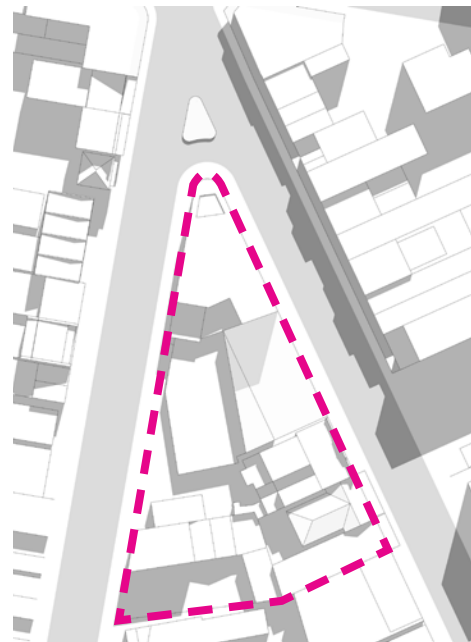


9AM WINTER

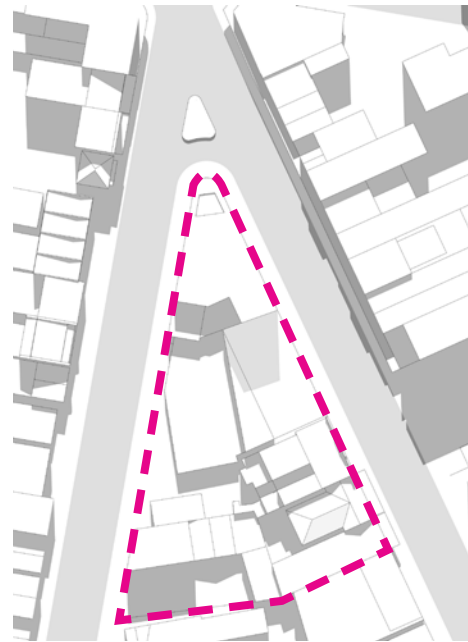


10AM WINTER

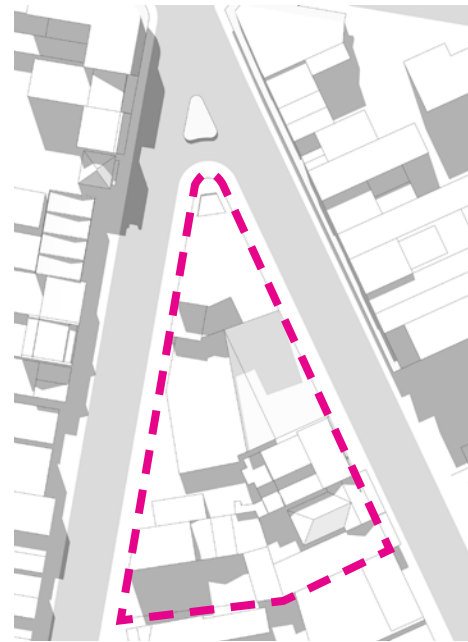




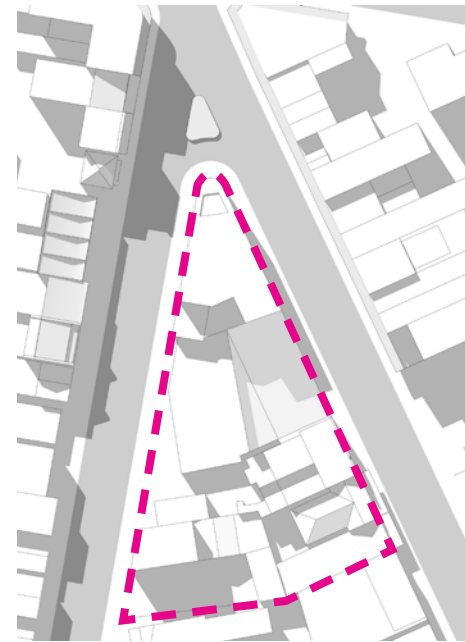
**11AM WINTER**



**12AM WINTER**



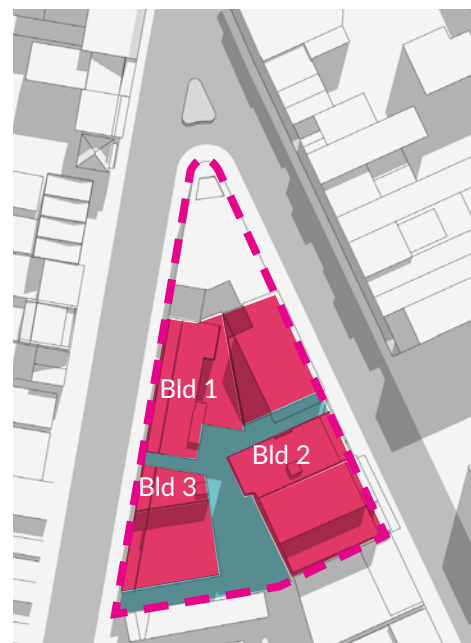
**1PM WINTER**



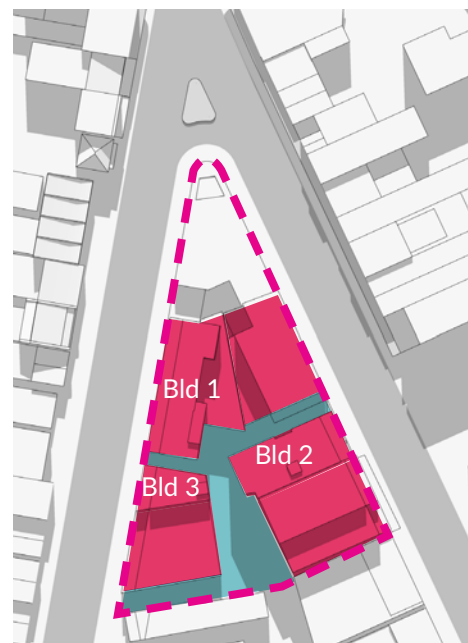
**2PM WINTER**



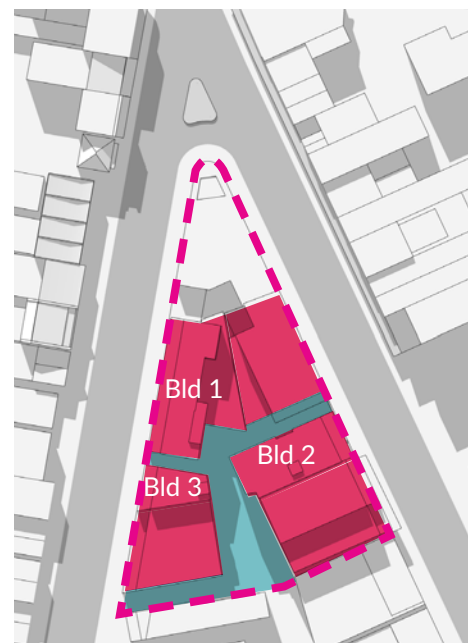
**3PM WINTER**



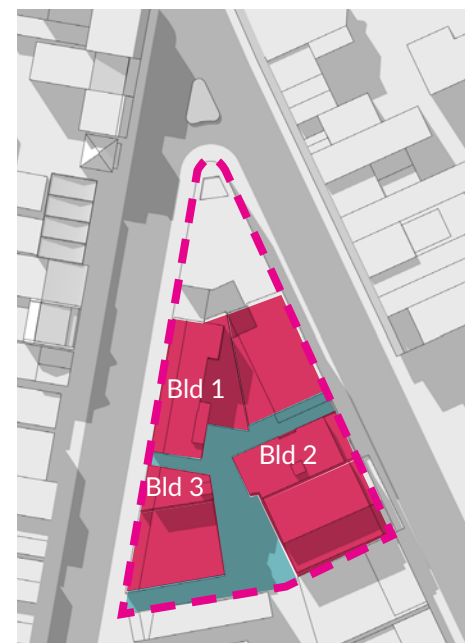
**11AM WINTER**



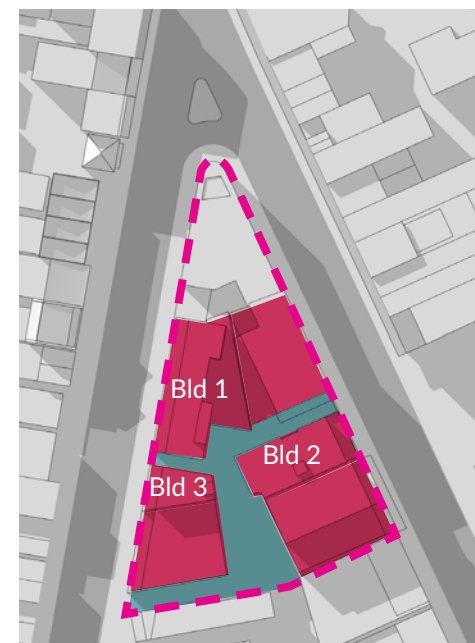
**12PM WINTER**



**1PM WINTER**



**2PM WINTER**



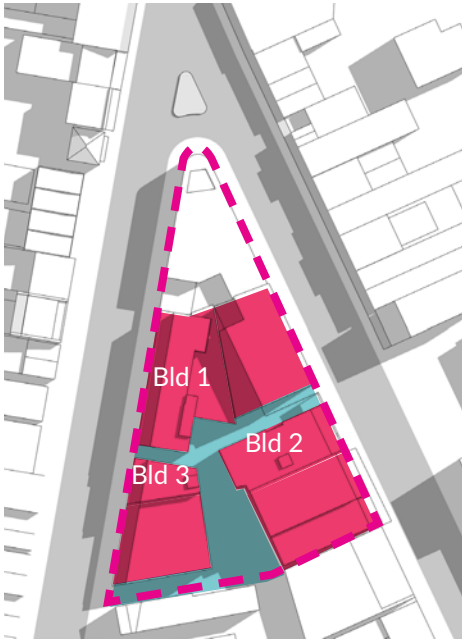
**3PM WINTER**



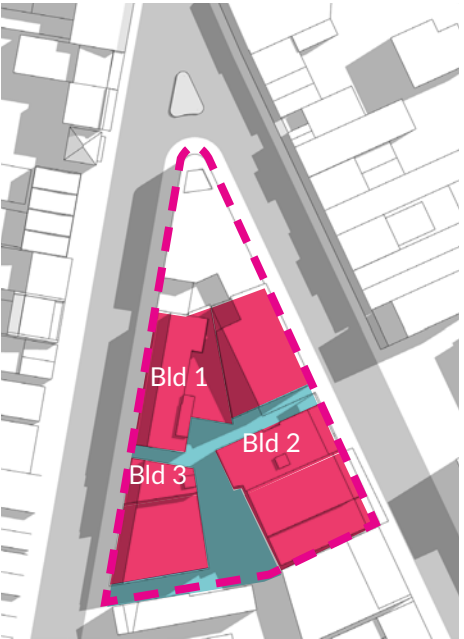
# SOLAR ANALYSIS

SPRING EQUINOX (23 SEP)

PROPOSED SHADOWING (2D)



9AM SPRING



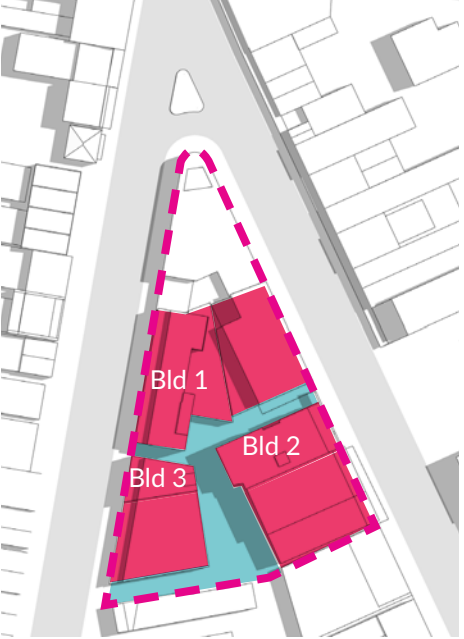
10AM SPRING

SUMMER SOLSTICE (21 DEC)

PROPOSED SHADOWING (2D)

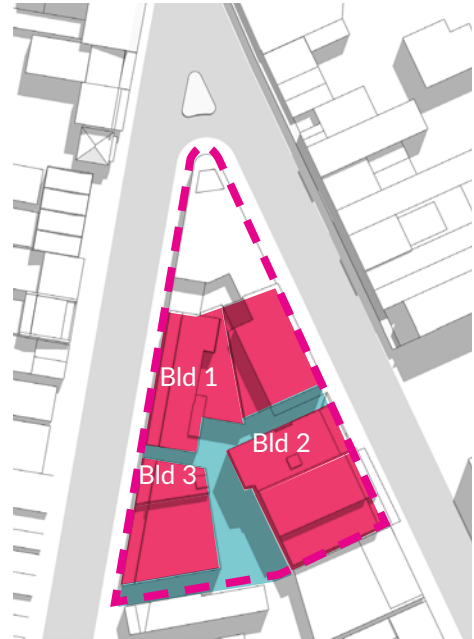


9AM SUMMER

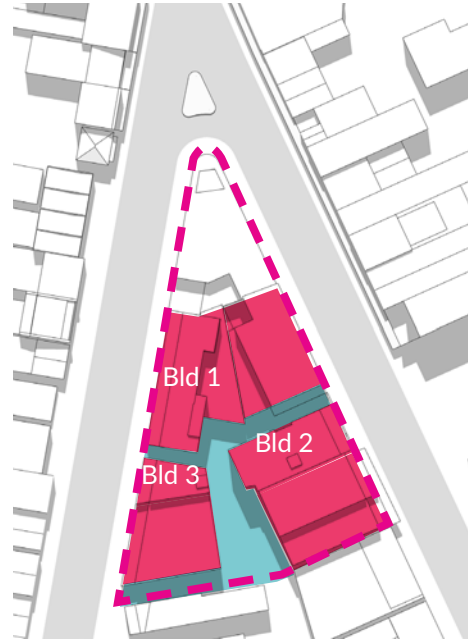


10AM SUMMER

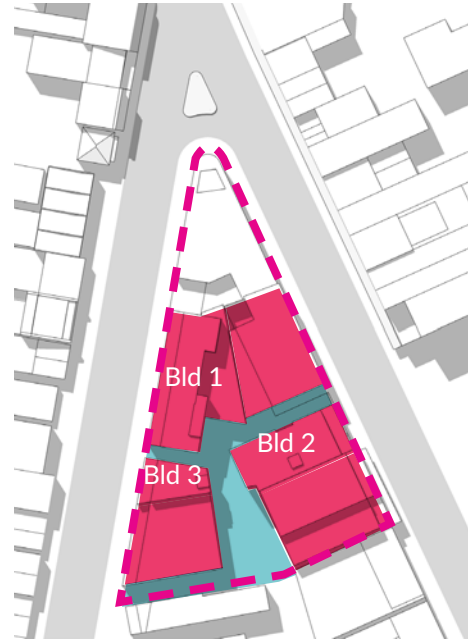




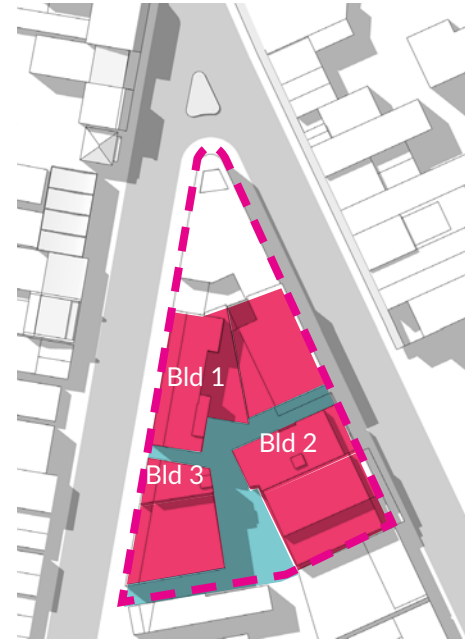
**11AM SPRING**



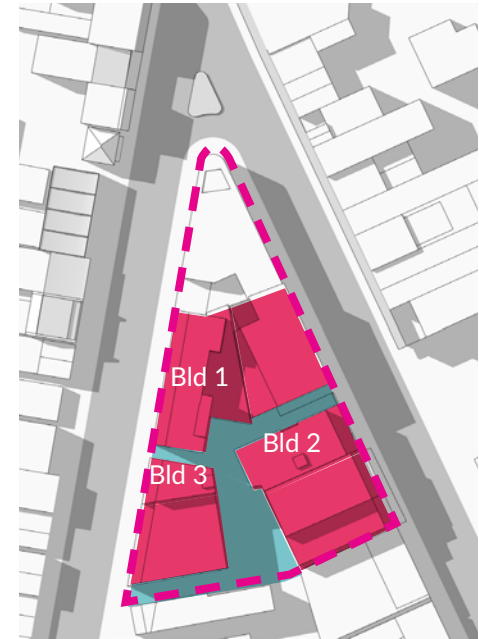
**12AM SPRING**



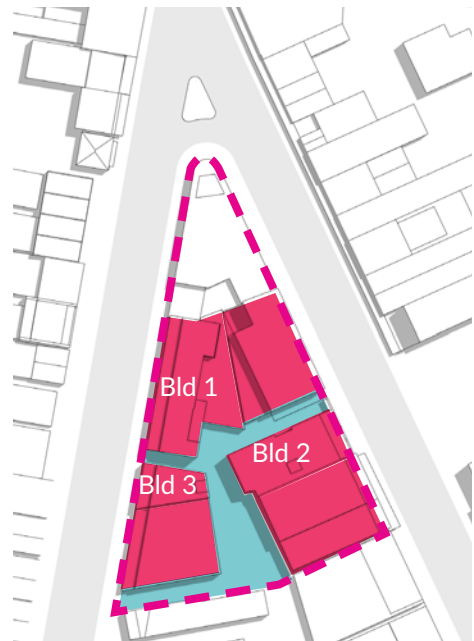
**1PM SPRING**



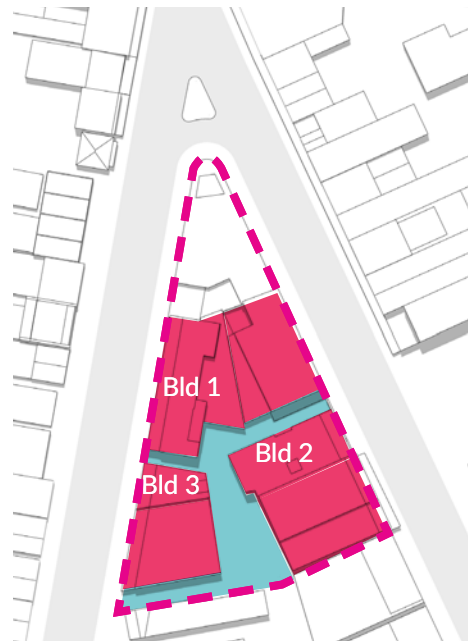
**2PM SPRING**



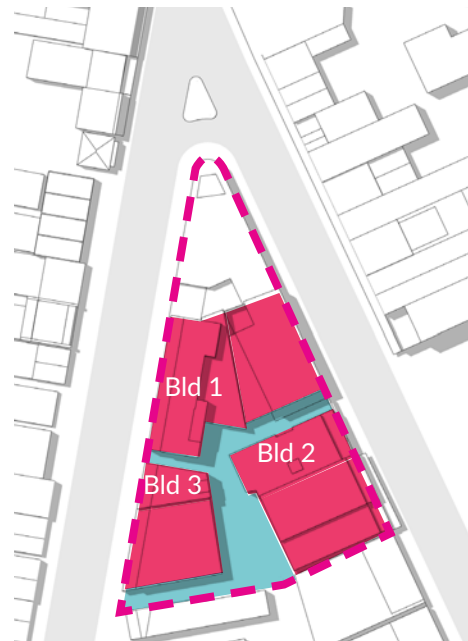
**3PM SPRING**



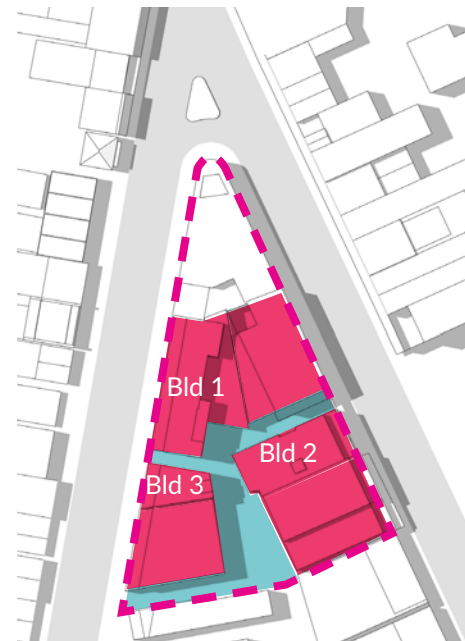
**11AM SUMMER**



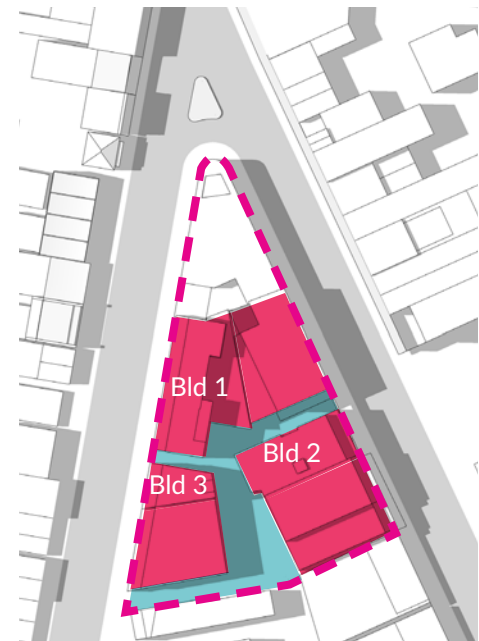
**12PM SUMMER**



**1PM SUMMER**



**2PM SUMMER**

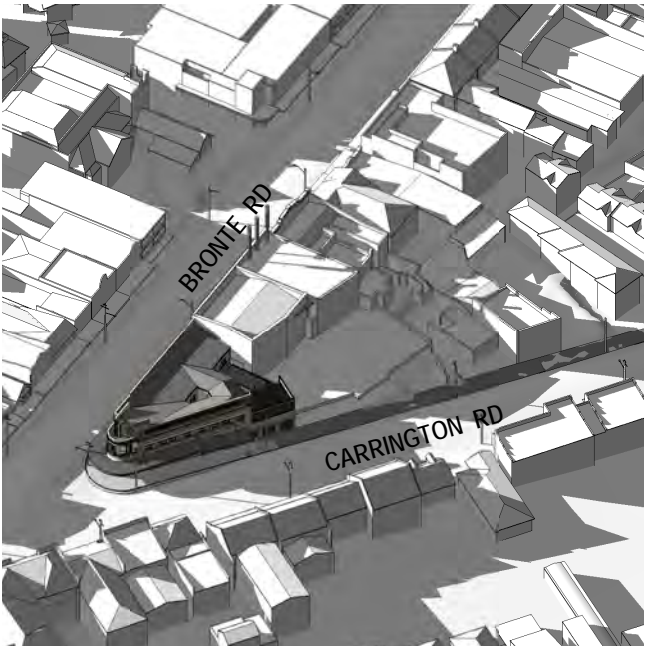


**3PM SUMMER**

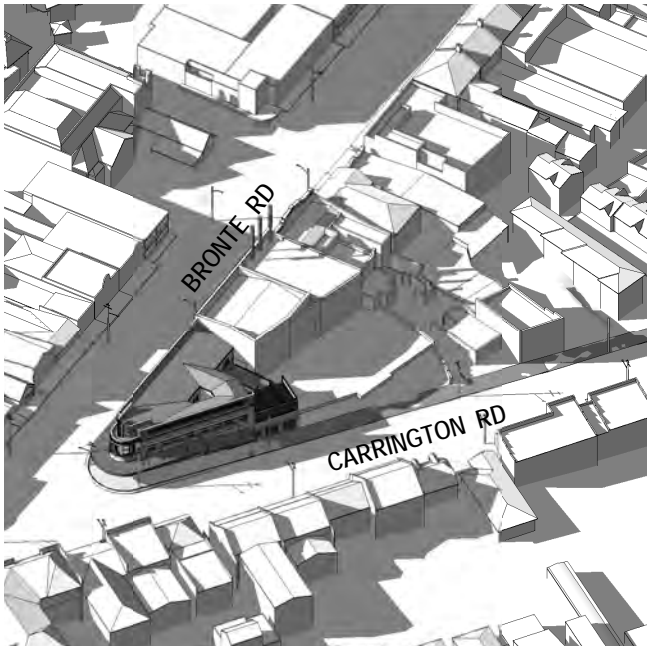


# SOLAR ANALYSIS

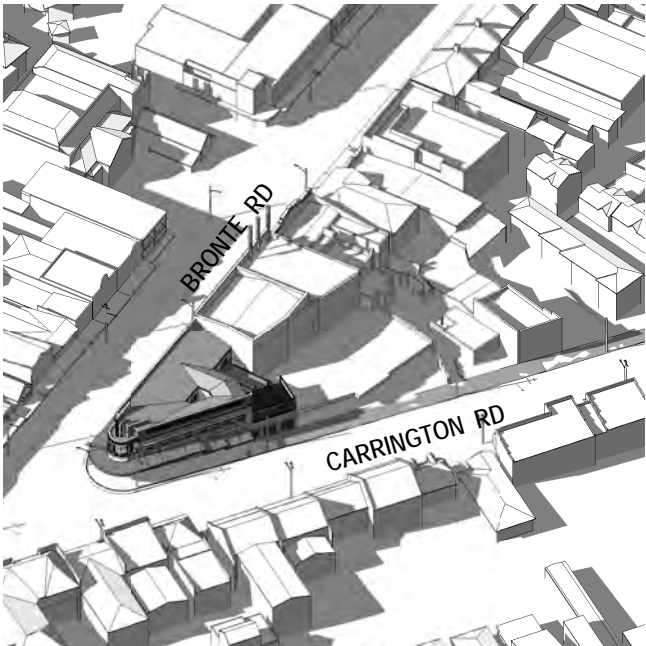
## EXISTING SHADOWING (3D)



9AM WINTER

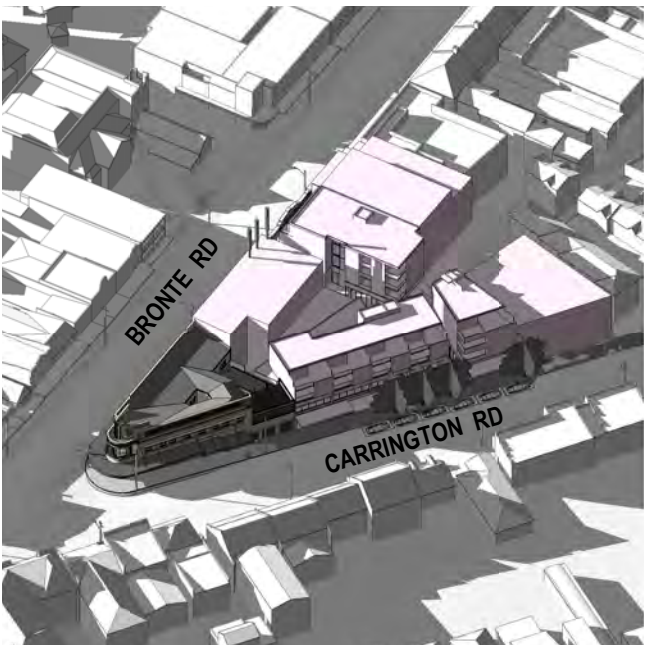


10AM WINTER

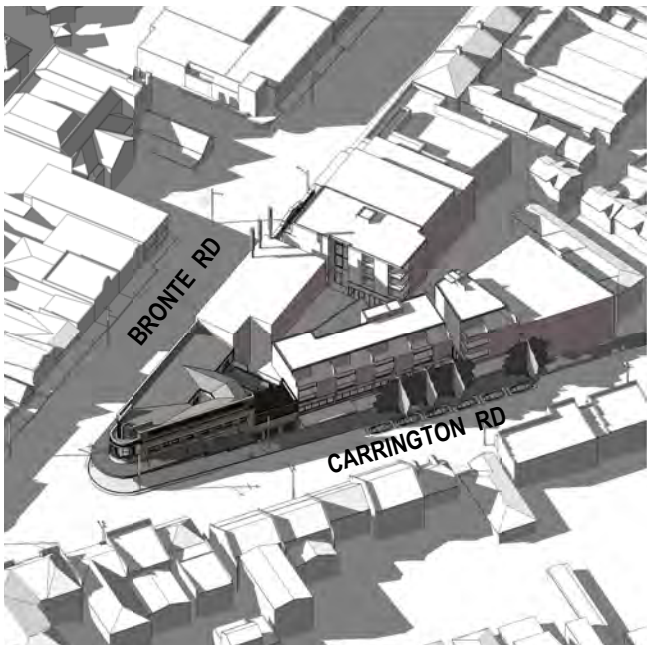


11AM WINTER

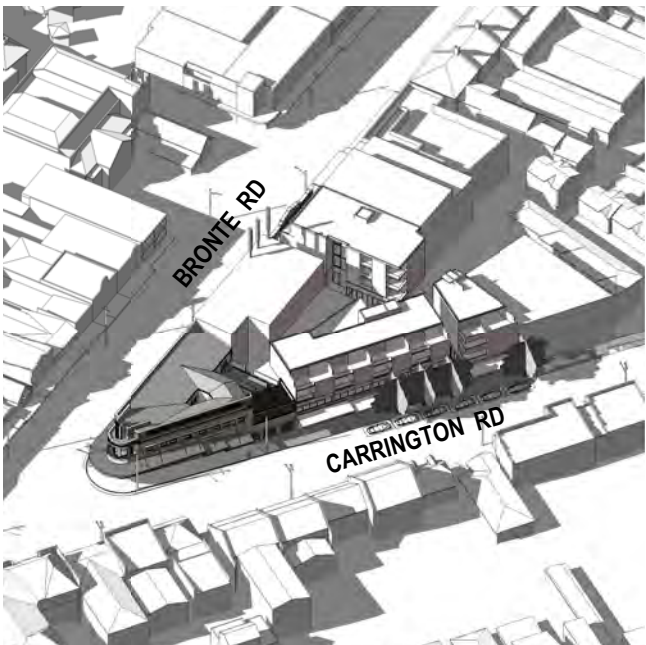
## PROPOSED SHADOWING (3D)



9AM WINTER

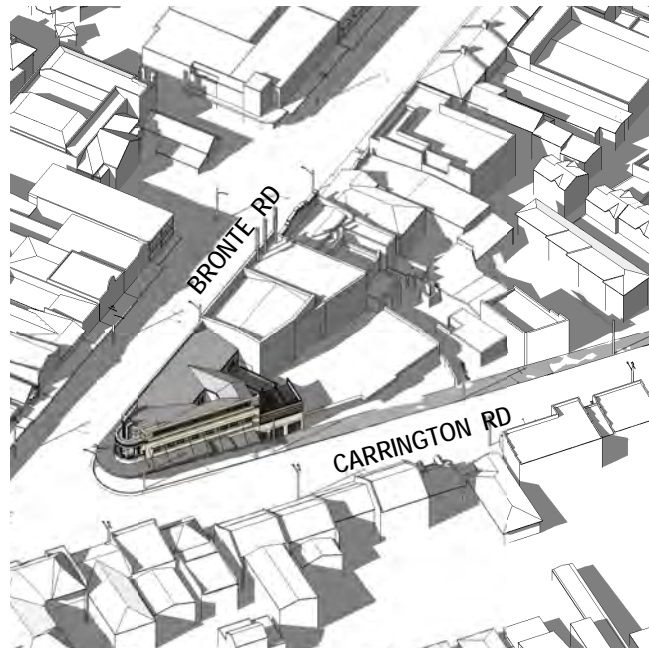


10AM WINTER



11AM WINTER

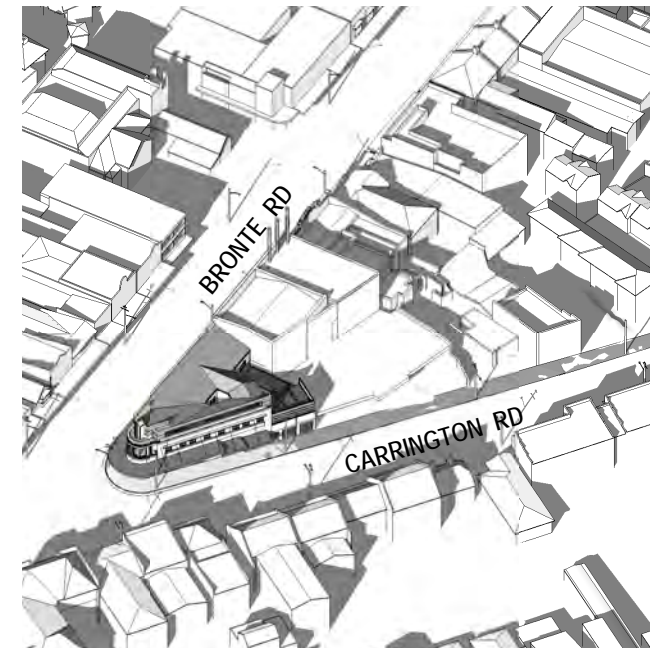




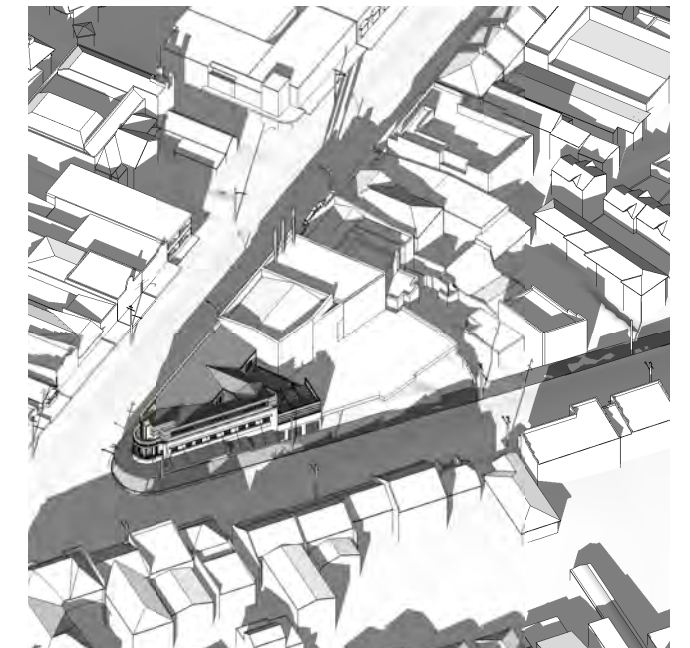
**12AM WINTER**



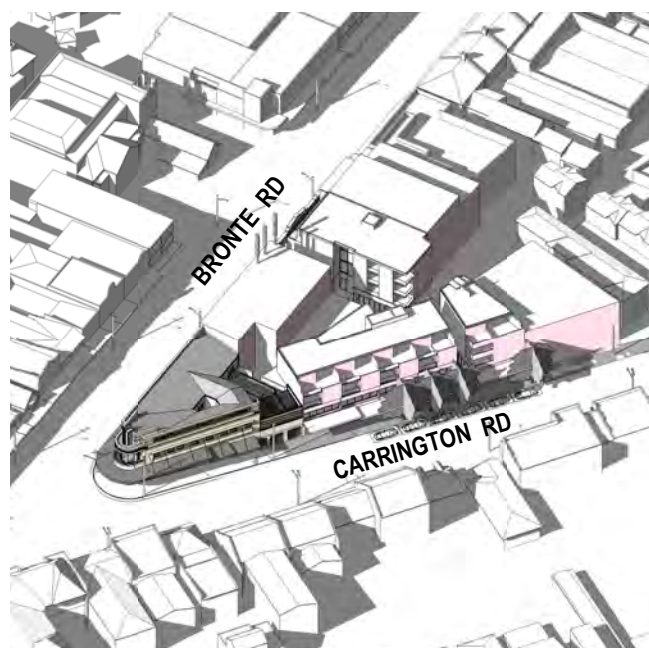
**1PM WINTER**



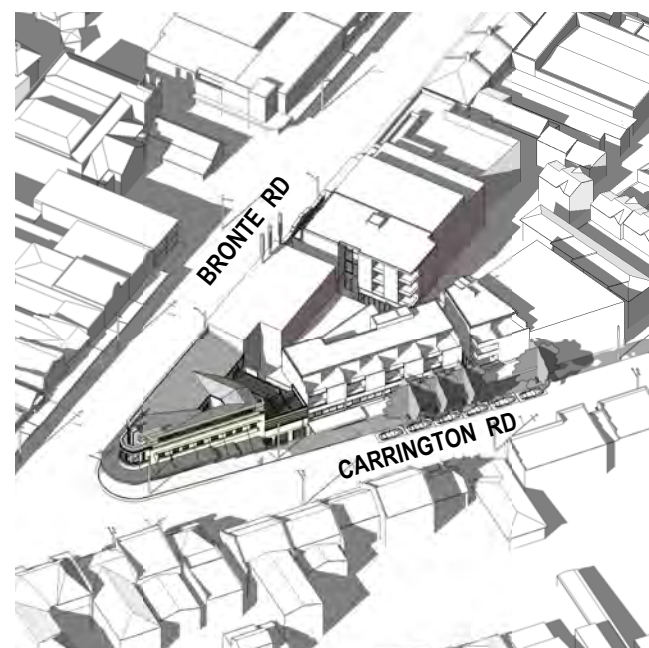
**2PM WINTER**



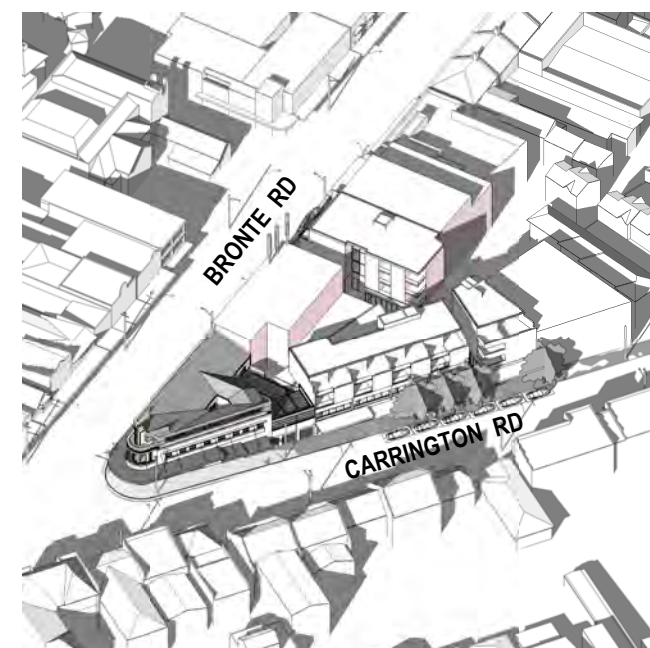
**3PM WINTER**



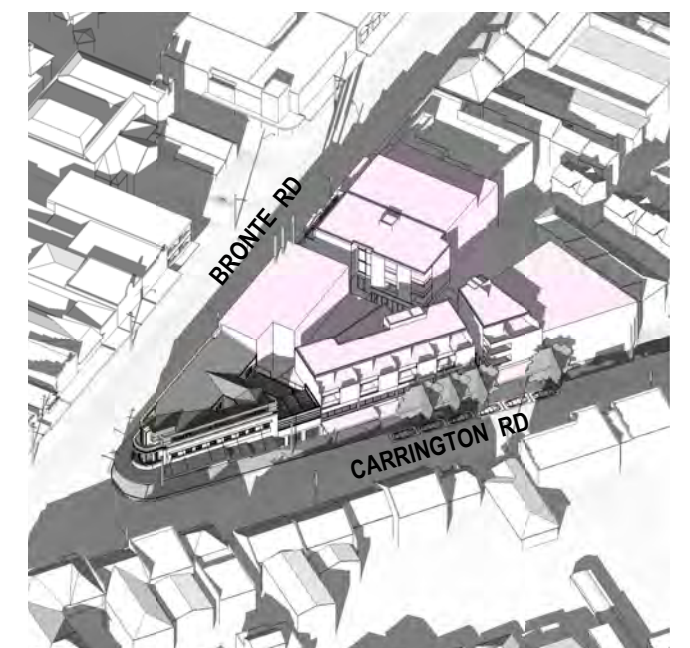
**12AM WINTER**



**1PM WINTER**



**2PM WINTER**

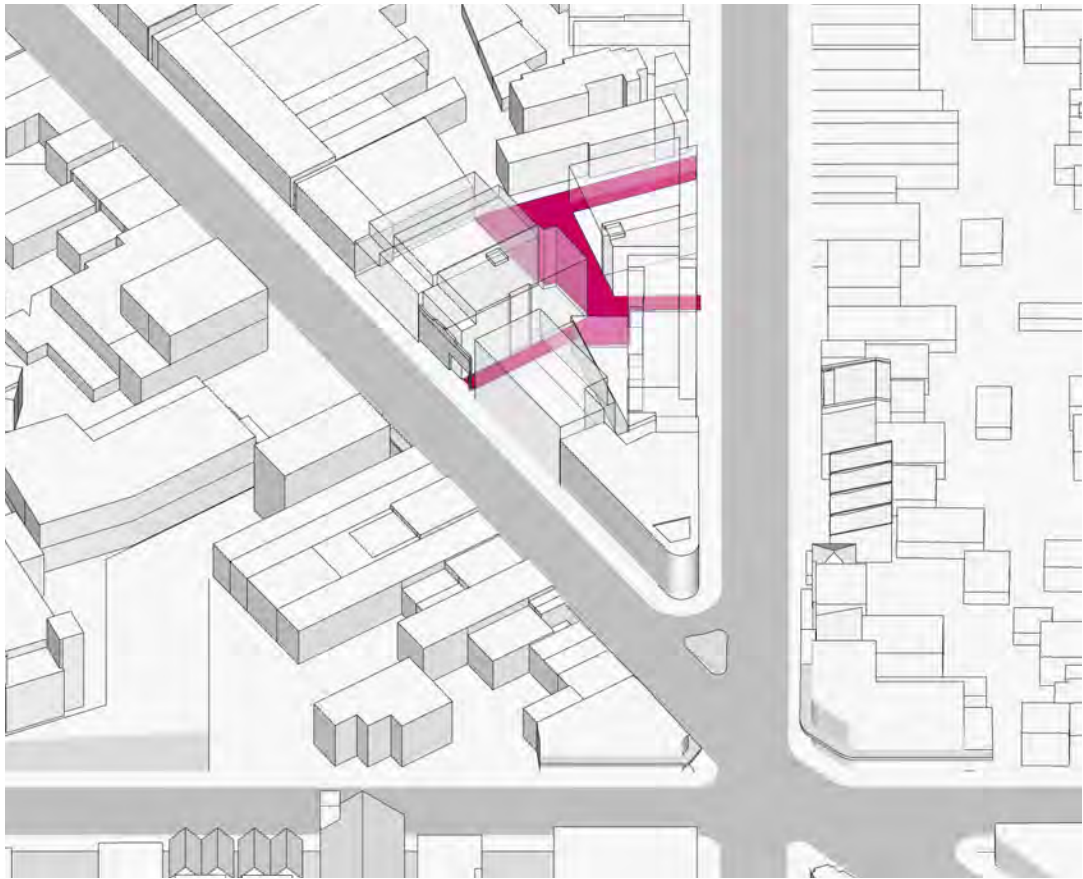


**3PM WINTER**



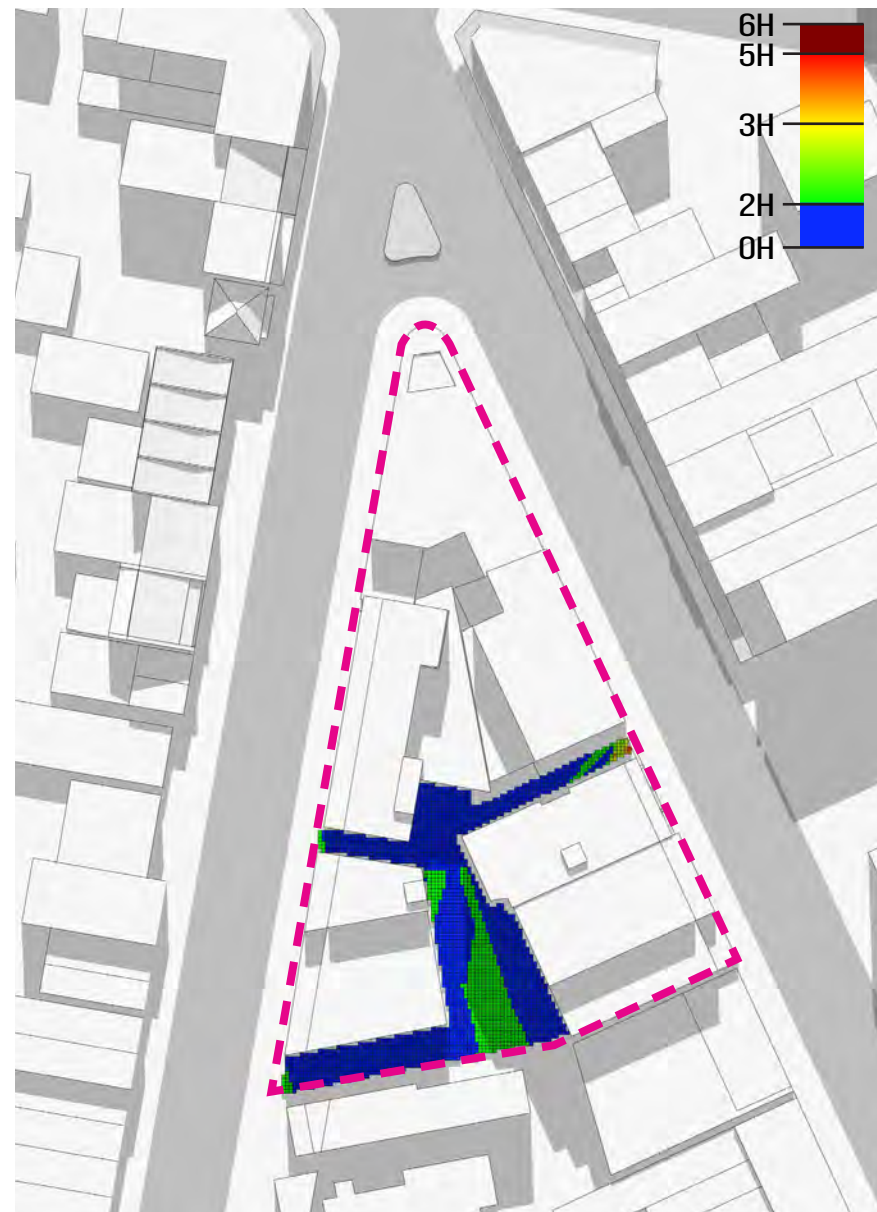
# SOLAR ACCESS FOR OPEN SPACE

## THE PROPOSAL - **FUTURE CHARING CROSS OPEN SPACE - 620M<sup>2</sup>**





## WINTER SOLSTICE (21 JUN)



> 15mins:	182.0m <sup>2</sup>	27.58%
> 1hr:	140.6m <sup>2</sup>	21.3%
> 2hrs:	125.2m <sup>2</sup>	19.0%

## SPRING EQUINOX (23 SEP)



> 15mins:	453.6m <sup>2</sup>	68.7%
> 1hr:	408.4m <sup>2</sup>	61.9%
> 2hrs:	386.3m <sup>2</sup>	58.5%

## SUMMER SOLSTICE (21 DEC)



> 15mins:	579.8m <sup>2</sup>	87.8%
> 1hr:	573.3m <sup>2</sup>	86.9%
> 2hrs:	569.3m <sup>2</sup>	86.3%



# ADG COMPLIANCE

At this early stage of the process a preliminary assessment of the design has been undertaken against SEPP 65 to demonstrate compliance along with the Apartment Design Guide 'Rule of Thumb' Assessment.

Criteria	Requirement	Response
<b>2A Primary Controls</b>	Demonstrate context responsiveness	Compliant - The proposed building form demonstrates context responsive design responding to the existing character of development in the vicinity of the precinct, heritage implications, solar access, ventilation, orientation and overshadowing. Additionally, the proposal creates an internal communal open space with a public pedestrian through site link to connect Bronte Road and Carrington Road.
<b>2B Building Envelopes</b>	Carefully test primary controls	Compliant - The proposed building envelopes have been designed and tested to ensure that the proposal makes an appropriate response to heritage, bulk, scale, height, views, commercial feasibility and social impacts.
<b>2C Building Height</b>	Site specific building envelopes	Compliant - A variety of building heights have been proposed to articulate the built form whilst managing over shadowing and maximising solar access. The proposed form also respects the heritage nature of the existing facade. A favourable pedestrian experience is achieved through a responsive design process which maintains human scale.
<b>2D Floor Space Ratio</b>	Floor space ratio aligns with desired density and provides opportunity for articulation	Compliant - The proposed FSR aligns with the optimum capacity of the pre and desired planning for the local area with consideration of the commercial viability and sustainability of the precinct.
<b>2E Building Depth</b>	10 – 18m for adequate daylight and natural ventilation. Greater building depths with increased building articulation, perimeter wall depth and where higher ceilings provided (e.g. building reuse).	Compliant - Proposed apartments have been designed to ensure appropriate internal depths not exceeding 11m and allowing passive ventilation and building façade articulation.
<b>2E Building Depth</b>	Determine street setback controls relevant to desired streetscape character, including increased setbacks where street or footpath widening is desired	Compliant – The existing Heritage Façade fronting Bronte Road will be retained with new shopfronts and apartments overhead set back and physically separated and materially differentiated.  The Carrington Road street scape proposes an entirely new façade consolidating the existing fabric and removing existing driveways. The new design with singular access driveway provides for additional on-street parking and new retail/commercial spaces addressing the street.
<b>2F Building Separation</b>	Building separation aligns proportionally to proportionately to building Height	The separation distances between buildings are 6m and areas within this zone are to be provided with various privacy measures including louvred screens and window hoods to ensure privacy is maintained between apartments. These elements also create visual interest which contributes to the character of the development.
<b>2G Street Setbacks</b>	Determine street setback controls relevant to desired streetscape character, including increased setbacks where street or footpath widening is desired	Compliant – The existing Heritage Façade fronting Bronte Road will be retained with new shopfronts and apartments overhead set back and physically separated and materially differentiated. The Carrington Road street scape proposes an entirely new façade consolidating the existing fabric and removing existing driveways. The new design with singular access driveway provides for additional on-street parking and new retail/commercial spaces addressing the street.



Criteria	Requirement	Response
<b>2H Side and rear setbacks</b>	NA	NA - The precinct forms a complete urban block and therefore does not have any rear or side setbacks. The through site link creates an egress path with minimum 3m clear for pedestrian access. Adequate privacy between adjacent neighbouring apartments is achieved by apartment orientation, articulation and separation.
<b>3A Site analysis</b>	Site analysis demonstrates decisions have been based on local opportunities and surrounding context	Compliant – The precinct analysis and investigations demonstrate the proposed design’s contextual appropriateness is based upon the local context and influences. Refer to site and context analysis diagrams for further information.
<b>3B Orientation</b>	Buildings respond to streetscape and solar amenity.	Compliant – The building envelopes address the street scape and ensures minimal impact on the solar amenity of surrounding properties. This is further explained in the Solar analysis.
<b>3C Public Domain Interface</b>	Transition between private and public domain is achieved without compromising safety and security.	Compliant – The development will contribute to the quality and character of the urban fabric. Direct access from the street to ground floor retail/commercial spaces along with through site link between Bronte and Carrington roads allow for easy accessibility and well-lit spaces contributing to the safe social interaction in public areas.
<b>3D Communal Open Space</b>	Communal open space has a minimum area of 25% of the site area achieving a minimum of 50% sunlight for 2hrs between 9am and 3pm on 21 June.	Compliant – The internal landscape, character and design are well considered to ensure opportunities for individual recreational activities and social interaction along with providing amenity and outlook for residents. Additional landscaping is located on roof space to contribute to the amenity and enhance the micro-climate.
<b>3E Deep Soil Zones</b>	7 to 15% of site must provide for deep soil with minimum dimension of 6m.	Compliant – Minimum 166m <sup>2</sup> soil and provides for tree/shrub planting zones which are up to 23m across.
<b>3F Visual Privacy</b>	Minimum separation between windows and balconies is 1 to 4 storeys: 3m – 6m; 5 to 8 storeys: 4.5m to 9m; and 9 storeys plus 6m to 12m	Compliant – The proposal satisfies the minimum separation requirements for apartments. The East and West block are separated by more than 6m up to 4 storeys high and windows/balconies are designed to promote privacy and amenity.
<b>3G Pedestrian Entries</b>	Building entries connect to the public realm, are easy to find and large sites provides key pedestrian links.	Compliant – The proposal provides for direct building entries from the adjoining public realm and creates a through site pedestrian link between Bronte Road and Carrington Road.
<b>3H Vehicle Access</b>	Vehicle access points are safe and minimise conflict.	Compliant – A singular, safe vehicle access point is established on Carrington Road and the proposal results in a net reduction of the number of driveways removing the existing 5 driveways providing a much more navigable and safer outcome.



