



CHARING SQUARE 2.0

AMENDED URBAN DESIGN REPORT

JAN 2019

PREPARED FOR: WHITTEN FAMILY

RobertsDay
planning·design·place

H&E ARCHITECTS

RobertsDay

planning·design·place

Title:Charing Square - Urban Design Report

Prepared for:Whitten Family

Reference:RHH ROB

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EXECUTIVE SUMMARY

CHARING SQUARE 2.0 is the amended urban design concept in response to feedback from Waverley Council.

The amended concept maintains at its heart the public benefit of a vibrant laneway, plaza and public art making Charing Cross a better place for people.

It also retains the existing Bronte Road facade in response to its heritage value and positive contribution to the streetscape. The heritage response has been co-created with Sydney's leading heritage architects - Graham Brookes of GBA Heritage Pty Ltd.

In improving the proposal's built form relationship to Charing Cross and Robin Hood Hotel, as well as solar amenity, a rigorous design process underpins the amended concept to create an optimal place-based outcome.

Whilst still maintaining three 'fine-grain' buildings creating the intimately-scaled laneway and plaza, building heights have been reduced significantly.

The amended concept includes one 4 storey and two 5 storey buildings. On Bronte Road the five storey building is setback behind the retained facade and on Carrington Road the upper floor is setback.

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 social gathering and activation of the public realm.

Through this design-led process, the proposed FSR has also been reduced to 2.62:1 and is considered a model of 'density done well'. The fact the proposal only asks for an additional 12 dwellings over what is permitted today whilst bringing broad public benefits supports this statement.



Charlin Square

LōLA

LISA'S CAFE

LōLA

ashley & ryan
fast casual
Mediterranean inspired menu
with fresh local ingredients
and seasonal produce
entree
roasted chicken, quinoa, and vegetables
with lemon dressing \$12.99
dessert &
artisan coffee or
fresh pressed juice \$4.99
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 for the site which comprises lot 94 Carrington Road, 203-209 and 223-227 Bronte Road, Waverley (the Site).

The Site currently contains a drive-thru bottle shop associated with the Robin Hood Hotel, three shops and six derelict apartments.

Whilst not part of the Planning Proposal, the Robin Hood Hotel 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 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 site 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.
- Clarify the PP does not set a broader precedent for Charing Cross given the site's unique attributes including relationship to the Robin Hood Hotel and gateway location, geometry and size. In effect, it is a "landmark site" that warrants a special designation.

STRUCTURE

- The Urban Design Justification Report is composed of four main sections.
- The Vision highlights the aspiration of Charing Square for the site 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 Site 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 Site Design Framework describes the strategy for creating Charing Square, the public life, new public places, fine-grain built form, sustainability initiatives and realisation.

VISION

GUIDING PRINCIPLES

CREATING A GREAT PLACE

Charing Square seeks to positively contribute to the success of Charing Cross by creating a unique destination 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

LANEWAY DESTINATIONS

Inspired by the network of existing lanes, Charing Square creates an active lane 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, 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 Square.

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.



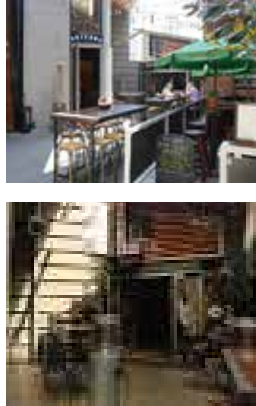
SOL SQUARE

CHRISTCHURCH



STRANGES LANE

CHRISTCHURCH



BOW LANE

LONDON



PONSONBY

AUCKLAND



SYDNEY INSPIRATION

In Sydney, great examples of such transformation are located within the Chippendale precinct, with Kensington Street and Spice Alley. The previously derelict part of town 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 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 buildings and coloured streetscapes.



BONDI

THE HUB & BOHEME APARTMENTS





CONTEXT ANALYSIS

SETTING THE SCENE

PLANNING POLICY

The development of this proposal's design framework has been steered by local, regional and state planning policy and guidance, and in particular, seeks to enhance liveability 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 current proposal. We highlight their context and how the site 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 site 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 site" 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

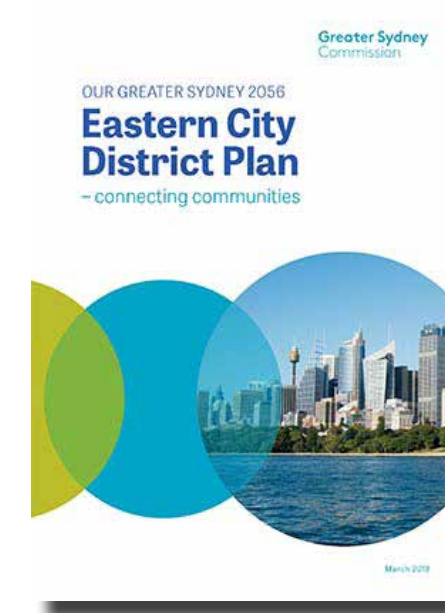
The vision for Greater Sydney is a Metropolis of Three Cities – the Western Parkland City, the Central River City and the Eastern Harbour City and a 30 minute city. The

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 site 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:

The principles 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.

According to the Strategy, it is anticipated the ongoing development of the Draft Policy and its subsequent Design Guidelines will reference existing State Environmental Planning Policies, Local Environment and Development Control Plans and influence the development of new ones. We must ensure a design response for our site ties into these efforts.



“

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 site 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 was 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 draft 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 livable 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:

The principles 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.

According to the Strategy, it is anticipated the ongoing development of the Draft Policy and its subsequent Design Guidelines will reference existing State Environmental Planning Policies, Local Environment and Development Control Plans and influence the development of new ones. We must ensure a design response for our site ties into these efforts.



“ 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'?

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.

2 CONNECTIVITY: CREATE AN INTERCONNECTED NETWORK OF OPEN SPACE

The proposal to develop an urban courtyard and laneway through the site 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.

3 MULTI FUNCTIONALITY: DELIVER MULTIPLE ECOSYSTEM

The open space created by the renewal of the square will enhance the rest of the site, 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.

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 POLICY PLANNING CIRCULAR (2018)

On 16 January 2018, the NSW Government released a Planning System Circular which aims to ensure planning recognises and enhances local character. The Circular 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 release planning circular 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 site: 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 site 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

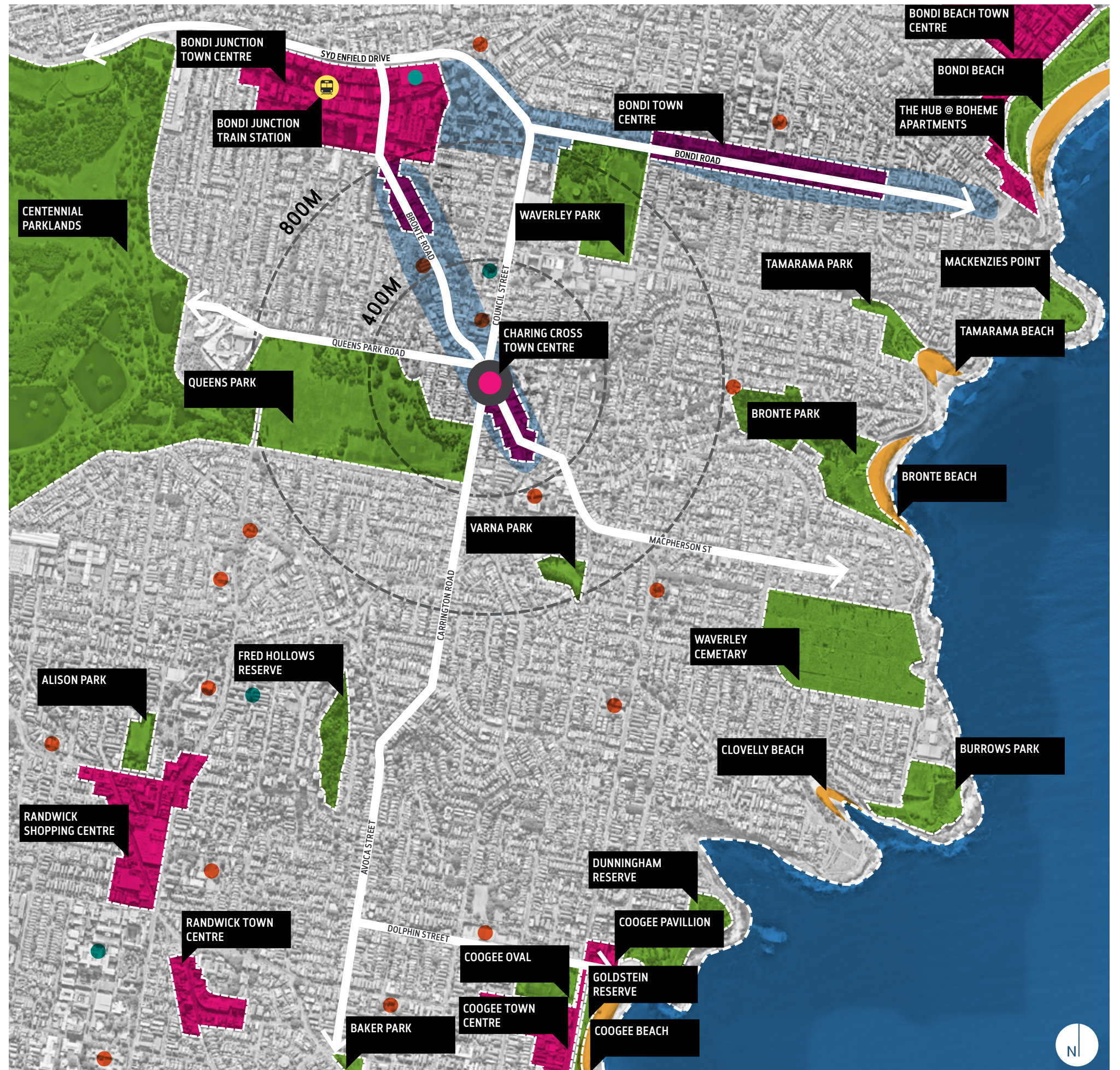
Charing Cross is a key village centre within the Waverley Local Government Area. It was formed when the tramways reached this area and thus it pre-dates Bondi Junction as a town centre.

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”.

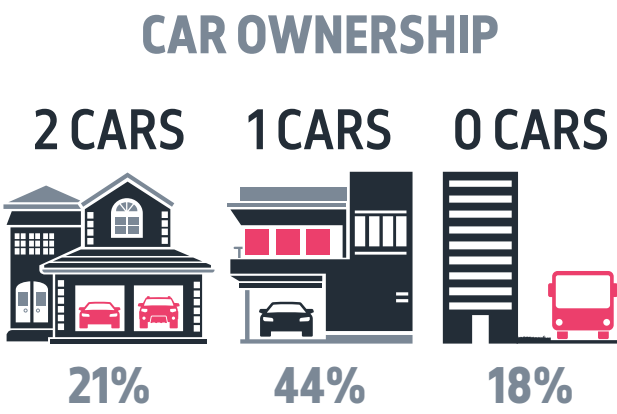
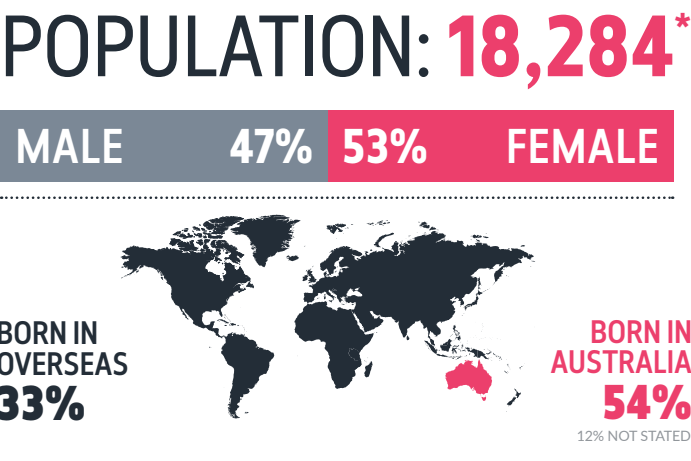
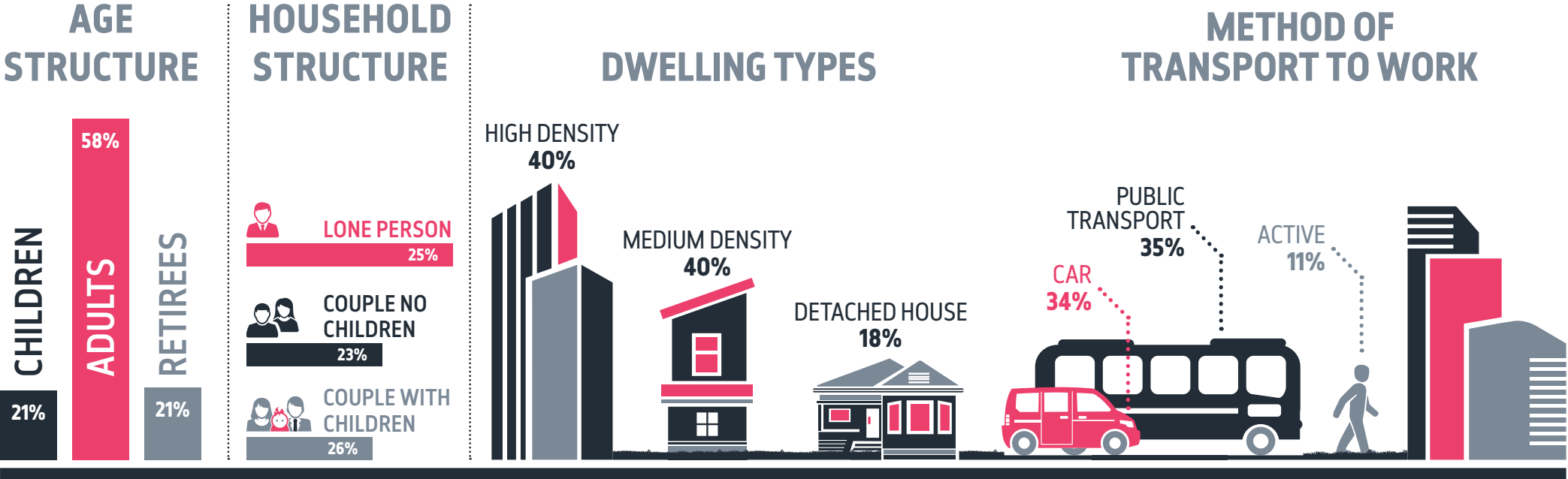
The site has a setting and location which provides a unique character to be appreciated by the local community.





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 site.

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 (i.e. not based around alcohol)
- 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.

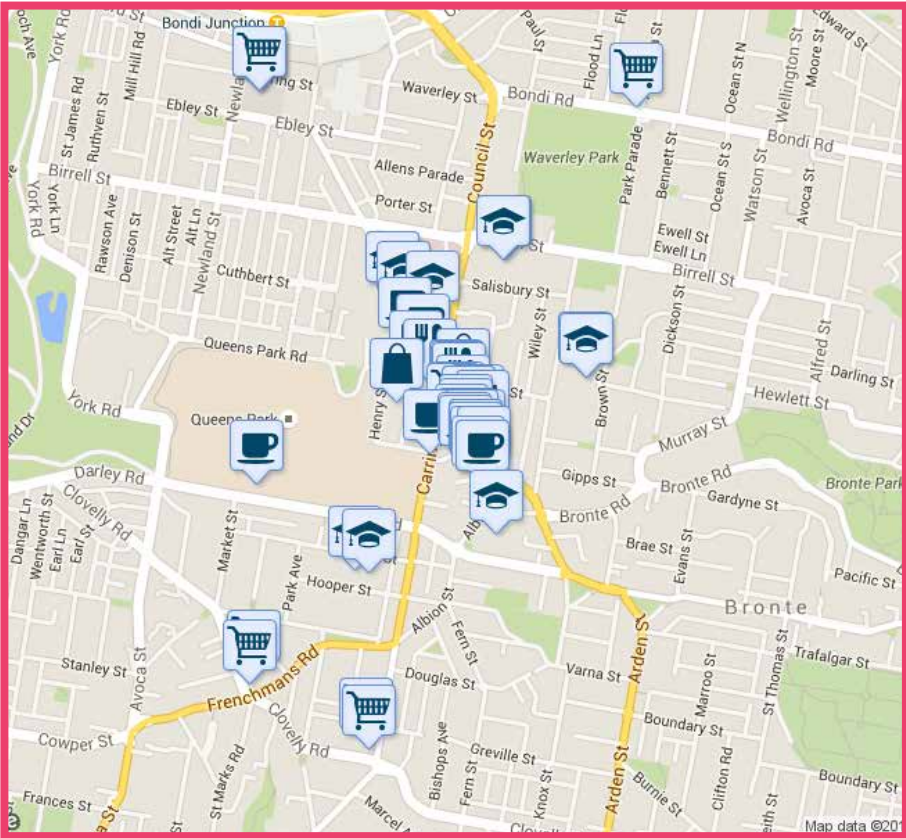
CHARING CROSS AT A GLANCE

DESIRE FOR WALKABILITY

Transitioning Waverley

Charing Cross is a strategically well placed location to promote car-free living. The site 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%

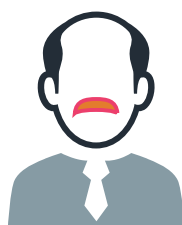
WOULD SETTLE FOR A
SMALLER LOT IF THEY
COULD

**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. Eastern Suburbs Legion Club
- 3. Council owned property
- 4. Mary Immaculate Catholic Church
- 5. Judges Lane
- 6. Cables Place
- 7. Queens Park





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

EASTERN S

KARAOKE

ENTRANCE

FREE
LIVE
MUSIC

Schooners only \$4.40
Why not become a
member today!

BISTRO



LOCAL CONTEXT

CHARING CROSS TODAY

Charing Cross today 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 project provides the opportunity to introduce an active lane to Charing Cross for public benefit. Over time this laneway could be extended to connect into existing lanes to further improve the area.



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;

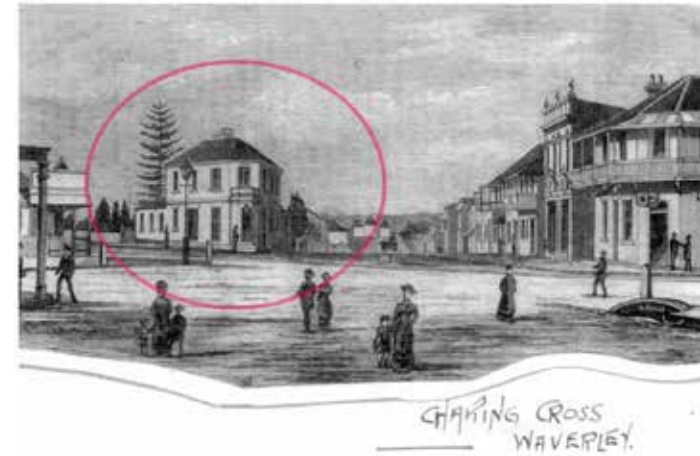
1900's - Alterations and additions to the original building;

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



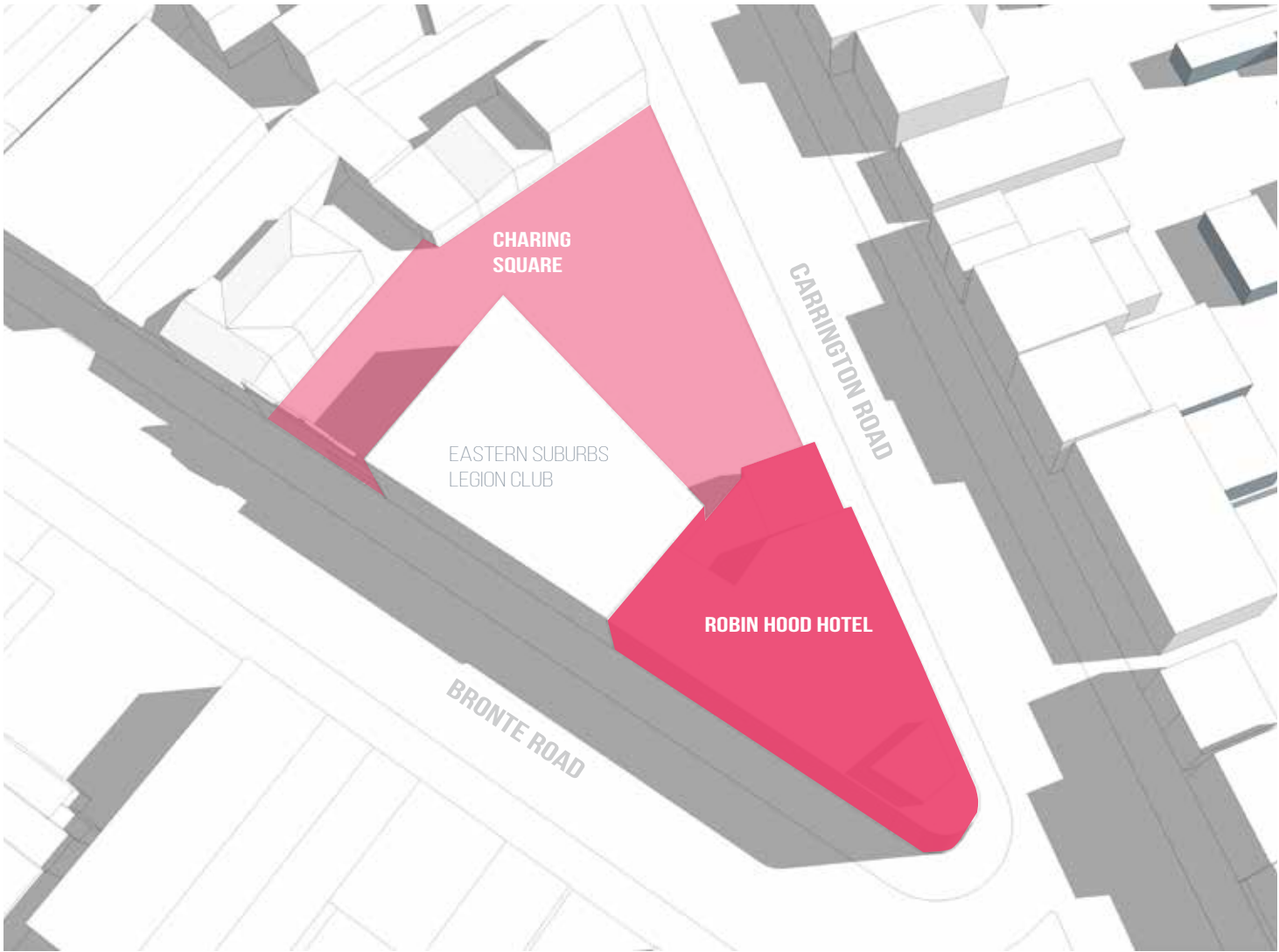
SITE CONTEXT

THE SITE

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

Opportunities and Constraints

- Establish a unique opportunity to create something special for Charing Cross that will not establish a broader precedent given the site’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



Site	Area
Robin Hood Hotel	556m ²
Charing Square	1,229m ²
Total	1,785m ²



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

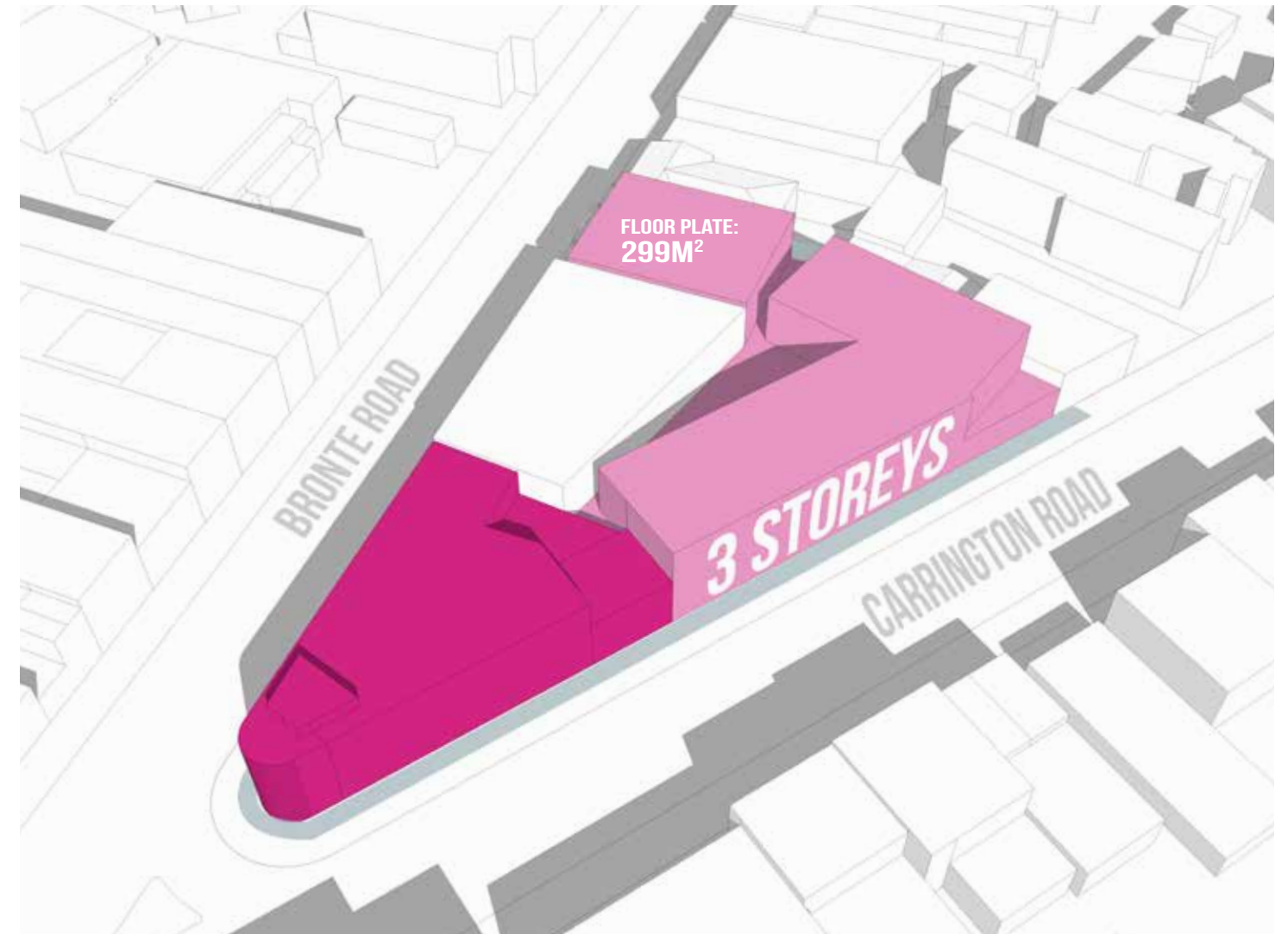
STANDARD DEVELOPMENT MODEL

In keeping with the current area a standard development would be 3 storeys, lining Bronte and Carrington Road. The ground floor would fill the site 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 site 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: 1,264M²
DWELLING YIELD: 17 UNITS
RETAIL GFA: 1,200M²

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



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

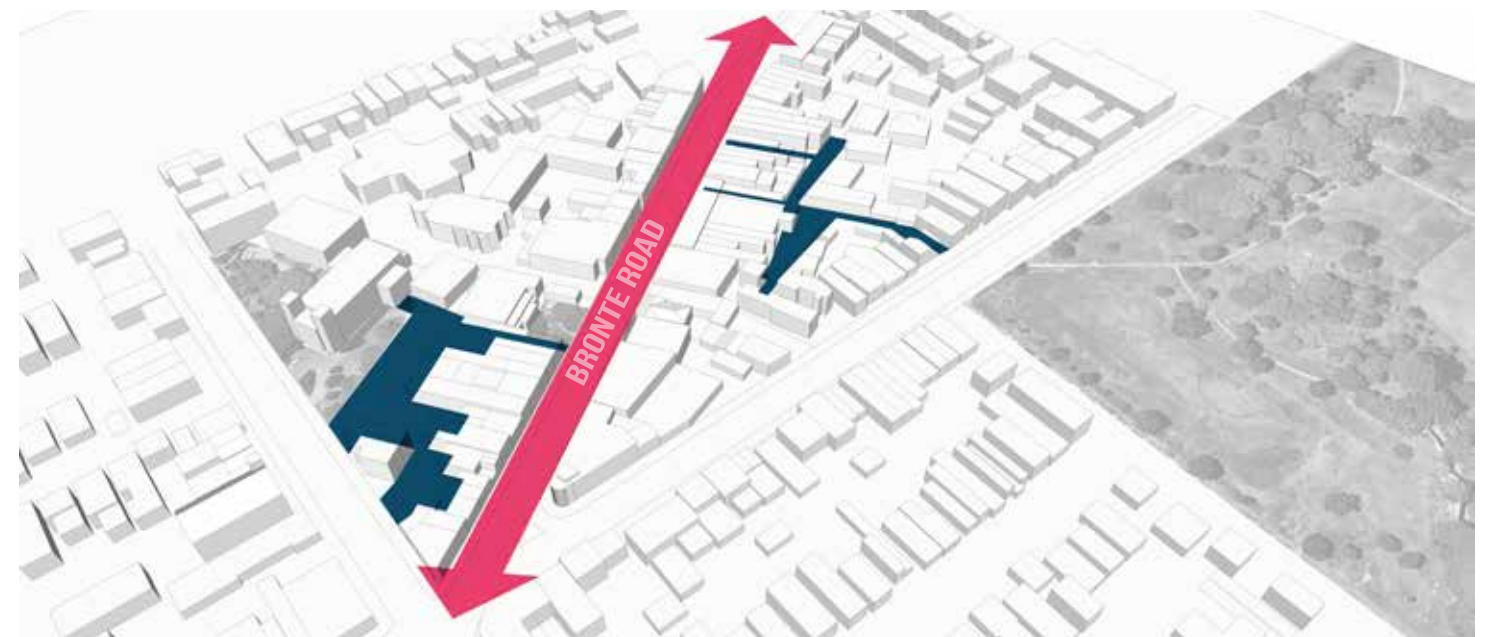
URBAN DESIGN FRAMEWORK

CHARING CROSS TOMORROW

The proposal for Charing Square 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

POP-UP
SPACE

DIGITAL
PROJECTION

PUBLIC ART

GREEN
WALLS

PUBLIC
SITTING

PERVIOUS
PAVERS

PEDESTRIAN
FOCUS

KIDS PLAY

WI-FI
HOT SPOT

CHARING SQUARE
'a sustainable place'

CONCEPT EVOLUTION

EVOLUTION

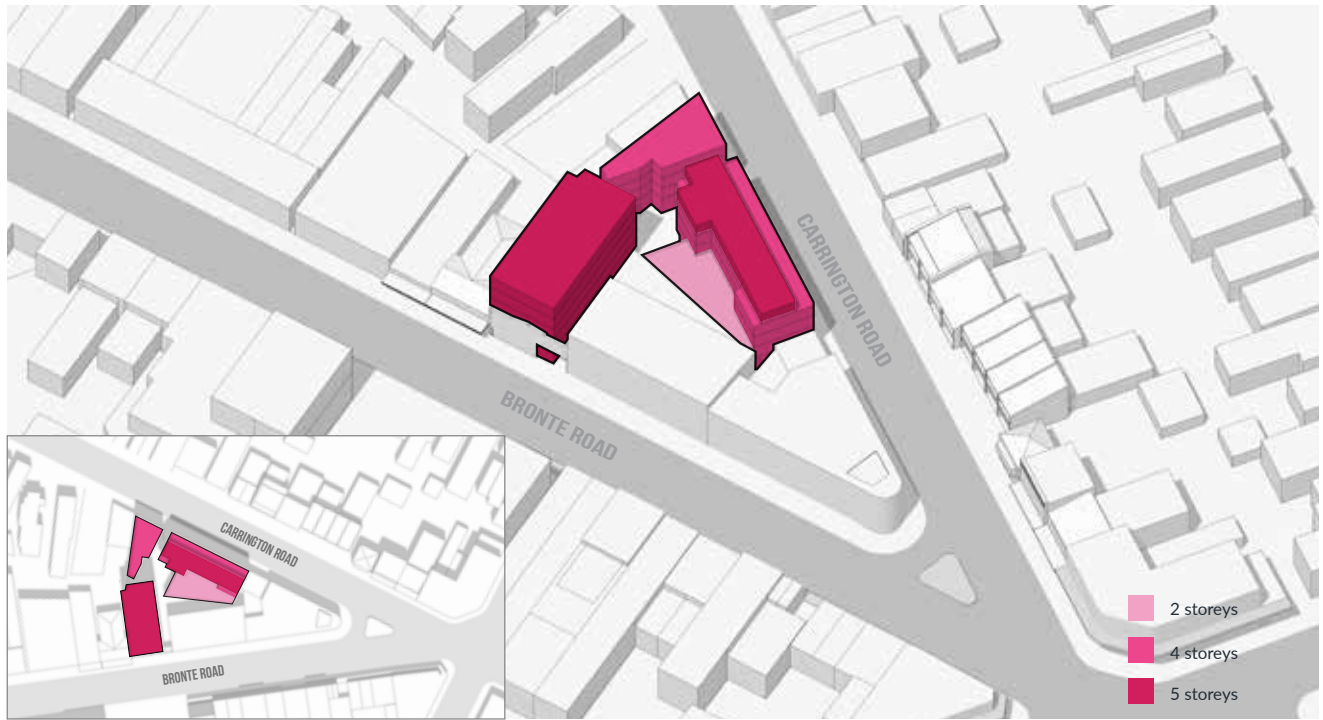
PREVIOUS CONCEPT

(JUNE, 2018)

The previous concept proposed for the site revealed the project’s key benefits, including its strategic location to access to public transport and the local centre, a new local urban courtyard within the local centre, a new laneway with the potential of activating laneways throughout Charing Cross, and the creation of a new destination within the town centre which enhances its local character.



MASSING DIAGRAM ILLUSTRATING THE PREVIOUS PROPOSAL WHICH REACHED A MAXIMUM OF 7 STOREYS



MASSING DIAGRAM ILLUSTRATING THE CURRENT PROPOSAL WHICH REACHES A MAXIMUM OF 5 STOREYS

EVOLUTION

KEY UPDATES

1 RETENTION OF BRONTE ROAD FACADE

The Bronte Road shop frontage is typical of the period but is large and has some presence in the street. Two of the three shopfronts at the ground floor are partly intact and there are sections of remnant tiling. The building retains a suspended awning and the façade above is relatively intact though the windows are in poor conditions. The proposal seeks to retain the façade with the new development constructed directly behind.

2 SIGNIFICANT REDUCTION IN HEIGHT

The current scheme reaches a maximum height of 5 storeys (18 metres), a reduction of 5 metres in order to reduce overshadowing impacts on existing neighbouring residents and does not dominate the streetscape or diminish the stature of the Robin Hood Hotel. The proposed FSR has also been reduced to 2.62:1 and is considered a model of 'density done well'.

3 IMPROVED MASSING, LAYOUT AND ARTICULATION OF FACADES

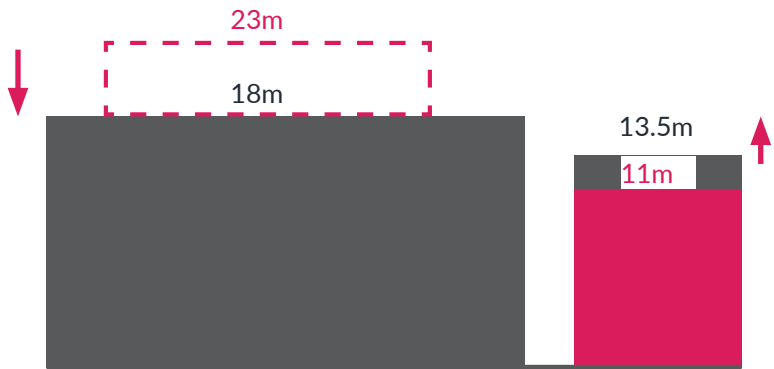
A rigorous design process has underpinned the amended concept to create an optimal place-based outcome, improving the proposal's built form relationship to Charing Cross and Robin Hood Hotel, as well as solar amenity.

EVOLUTION

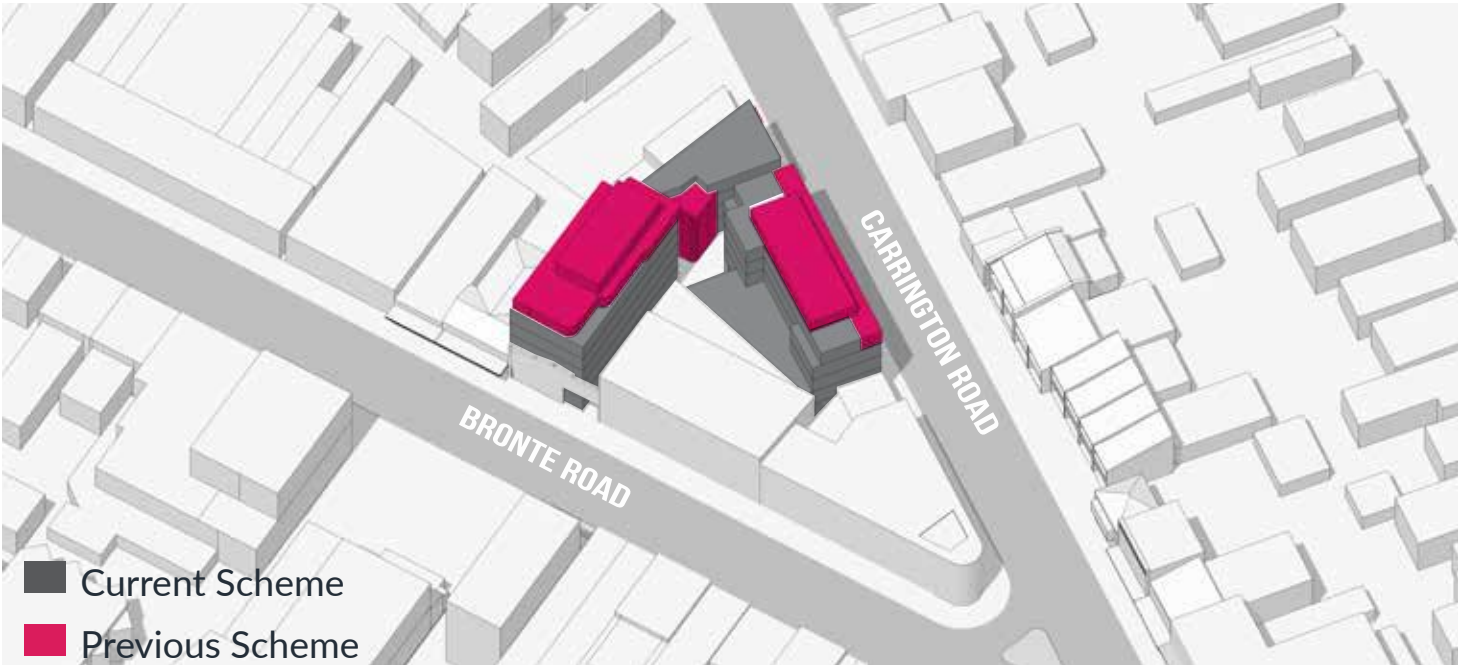
HEIGHT



BRONTE ROAD STREET ELEVATION



CARRINGTON ROAD STREET ELEVATION



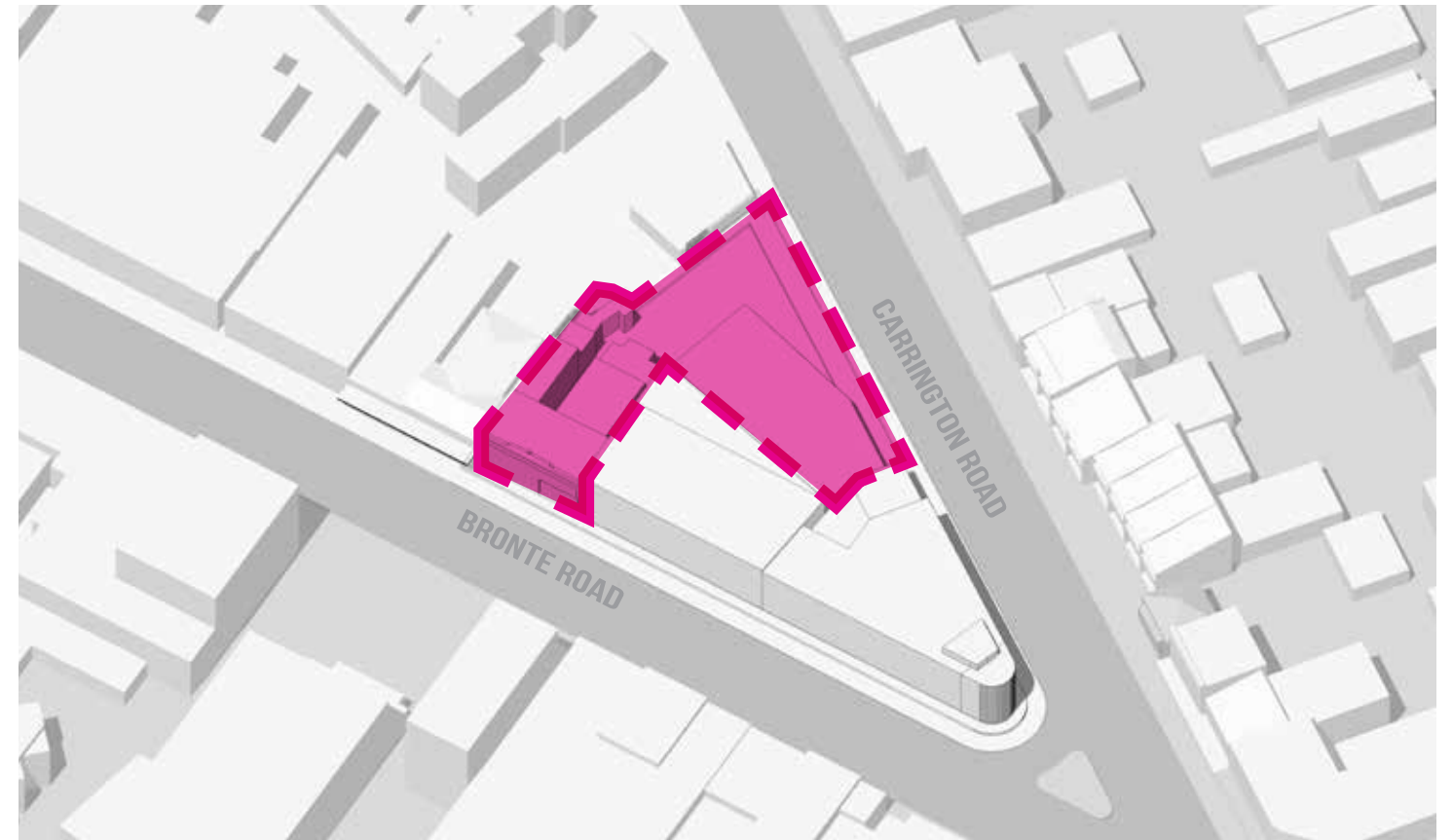
SITE DESIGN FRAMEWORK

THE SITE TODAY

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

With a unique site geometry and topography, Charing Square 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.

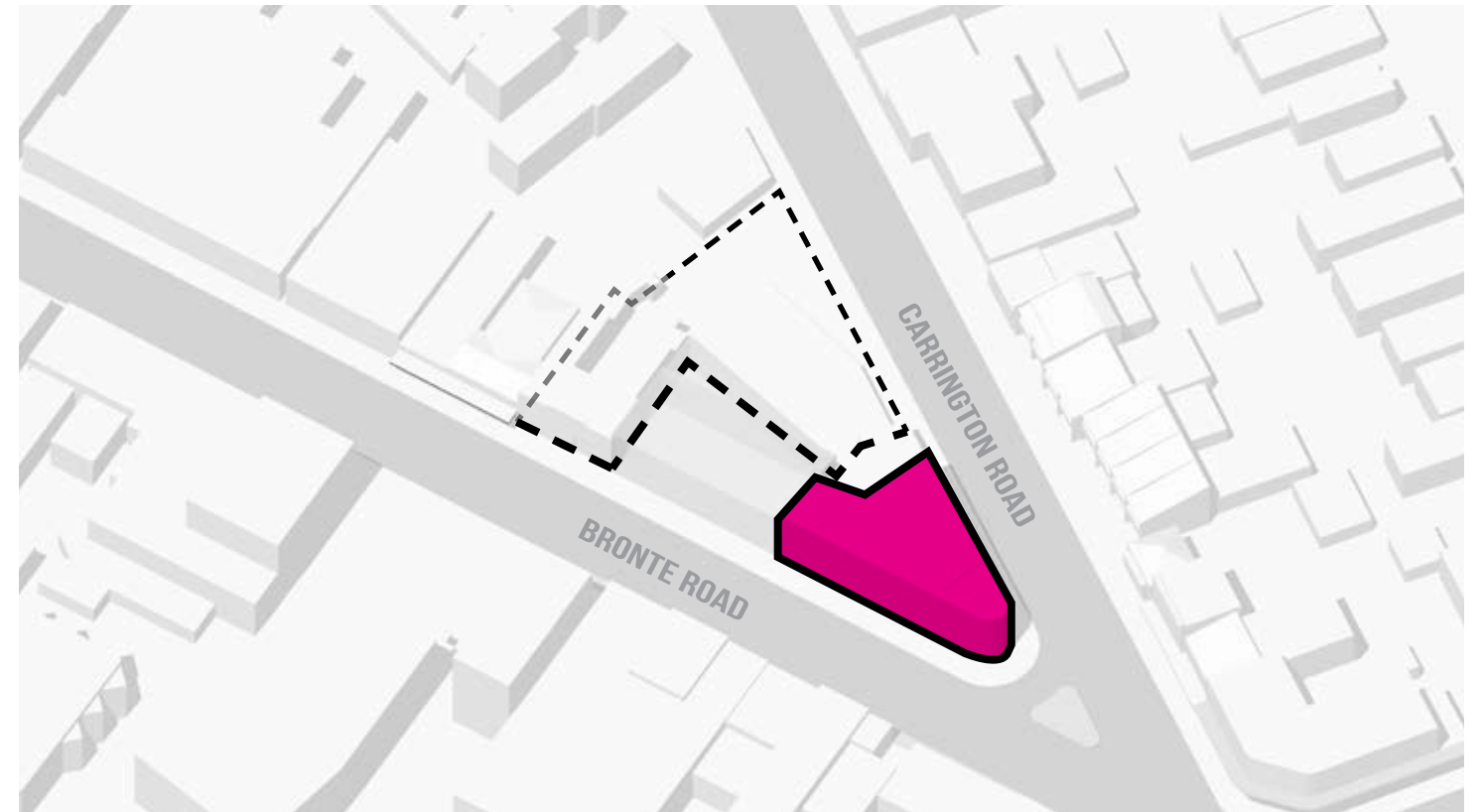
The PP does not set a broader precedent for Charing Cross given the site's unique attributes including relationship to the Robin Hood Hotel and gateway location, geometry and size. In effect, it is a "landmark site" that warrants a special designation.



RENEWAL

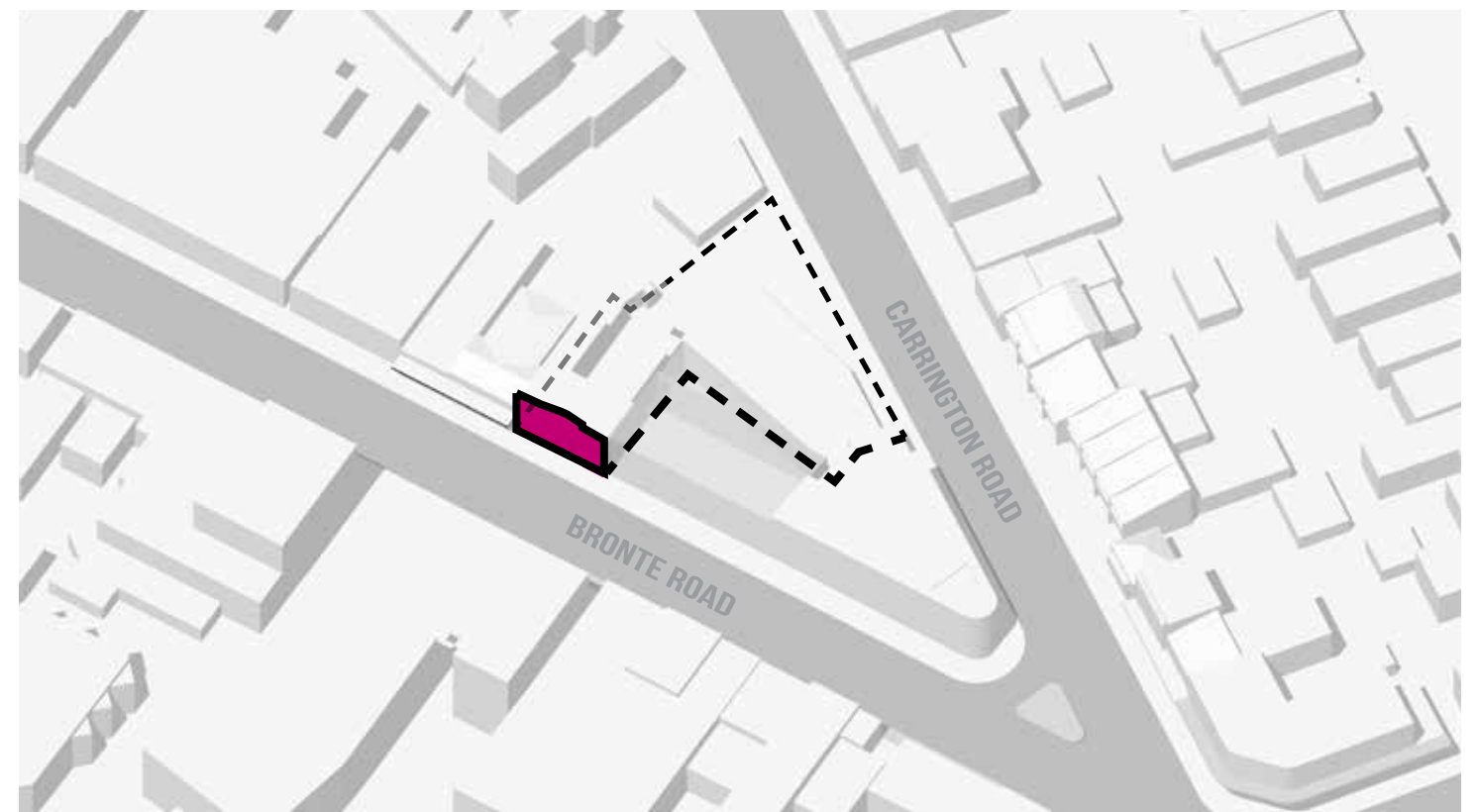
ROBIN HOOD ANCHOR

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 Square 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

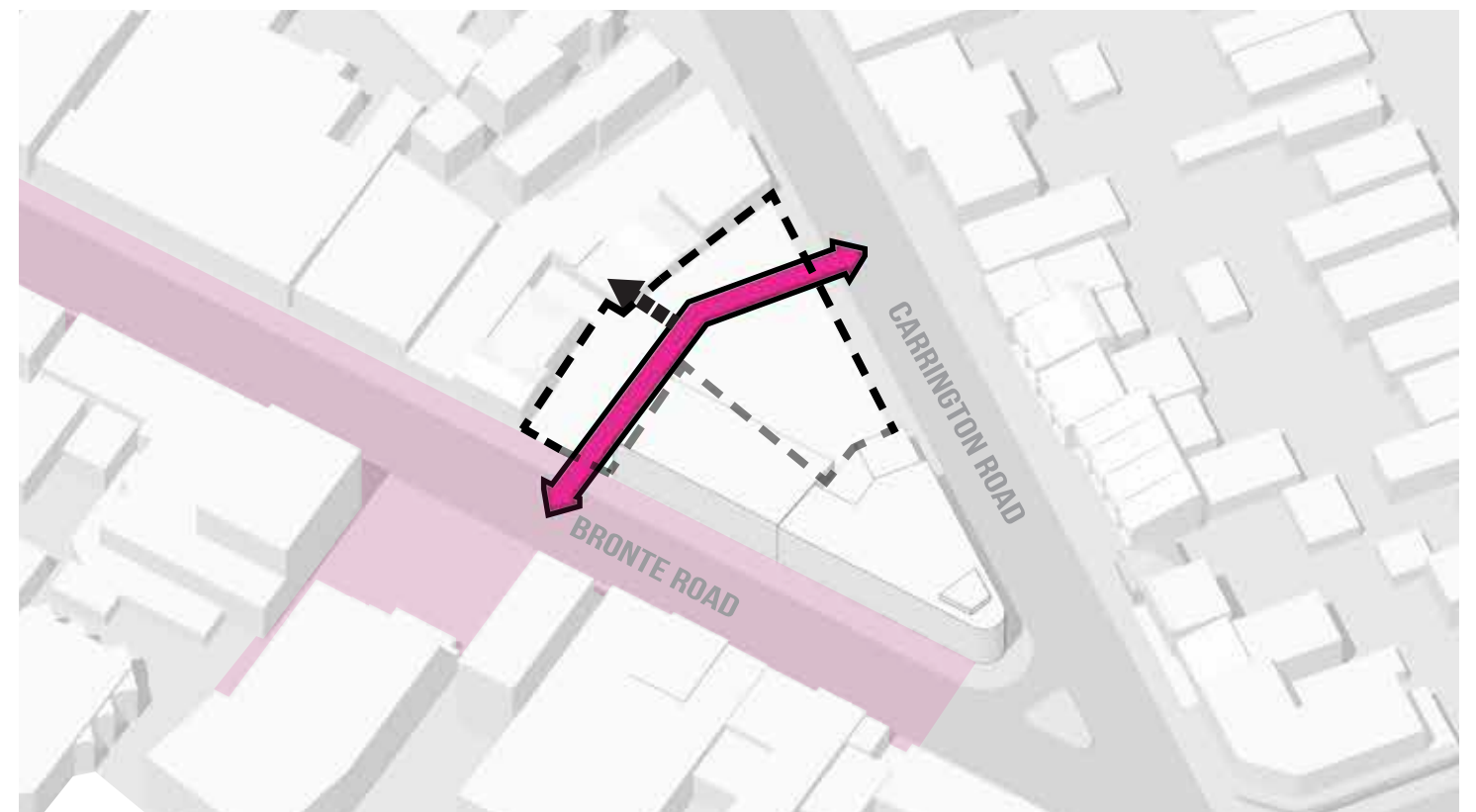
The vacant spaces between the buildings are regenerated to create a public open space which integrates with the ground floor of the future development.

There is a level drop of approximately 3m across the site, 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 further future connectivity between Bronte Road, Carrington Road and Judges Lane, south of the site.

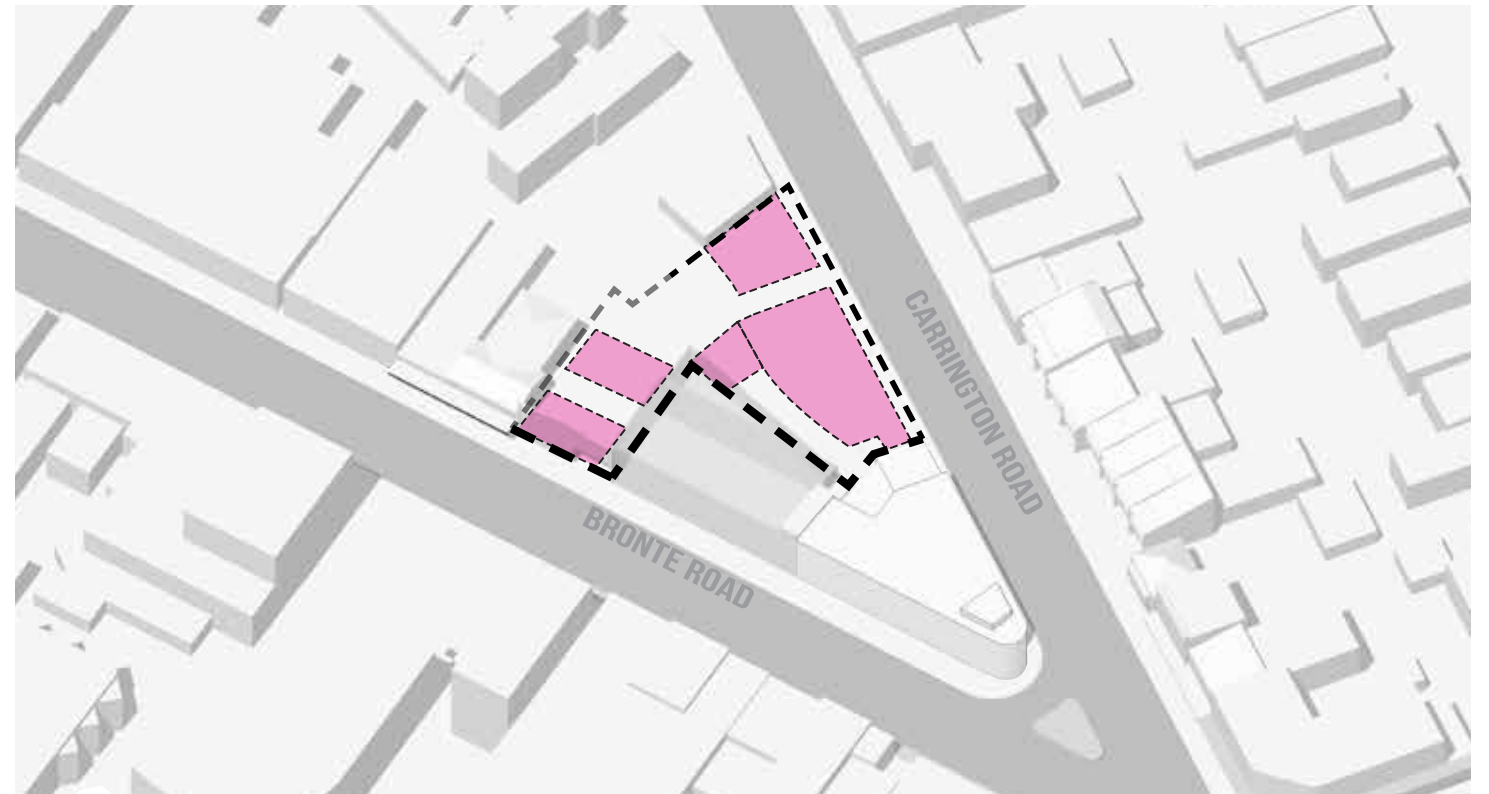


DIVERSITY OF USE

ACTIVATED GROUND FLOOR

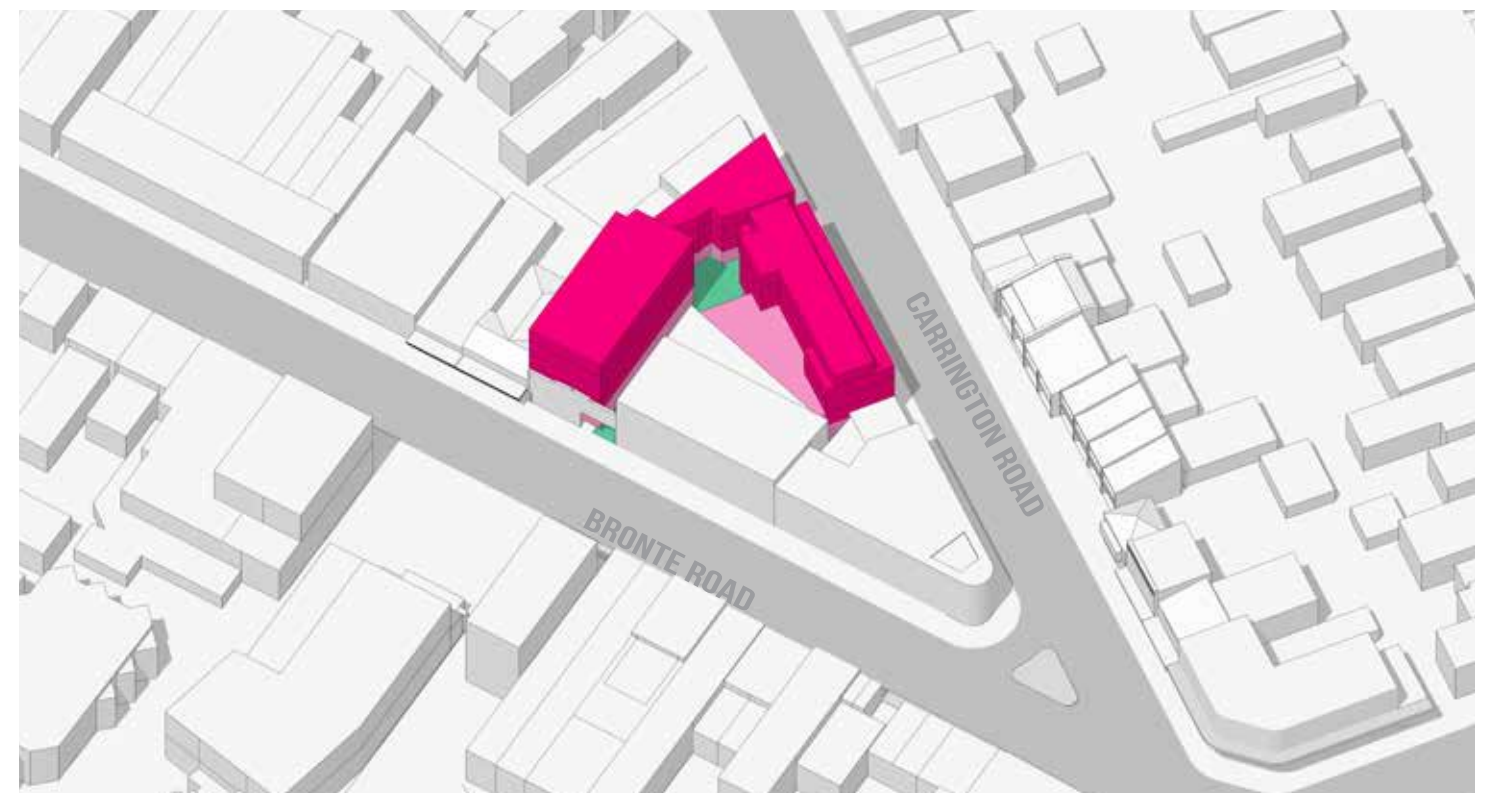
Retail and commercial spaces are provided at ground floor, enclosing the urban courtyard and providing further activation of both adjacent streets. 24% of the site will be dedicated to open space.

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.



THE CONCEPT

CHARING SQUARE

The Charing Square Planning Proposal provides for the following:-

Public Benefit: 24% of site area dedicated to new publicly accessible places.

Floor Space Ratio: Proposed FSR of 2.62:1.

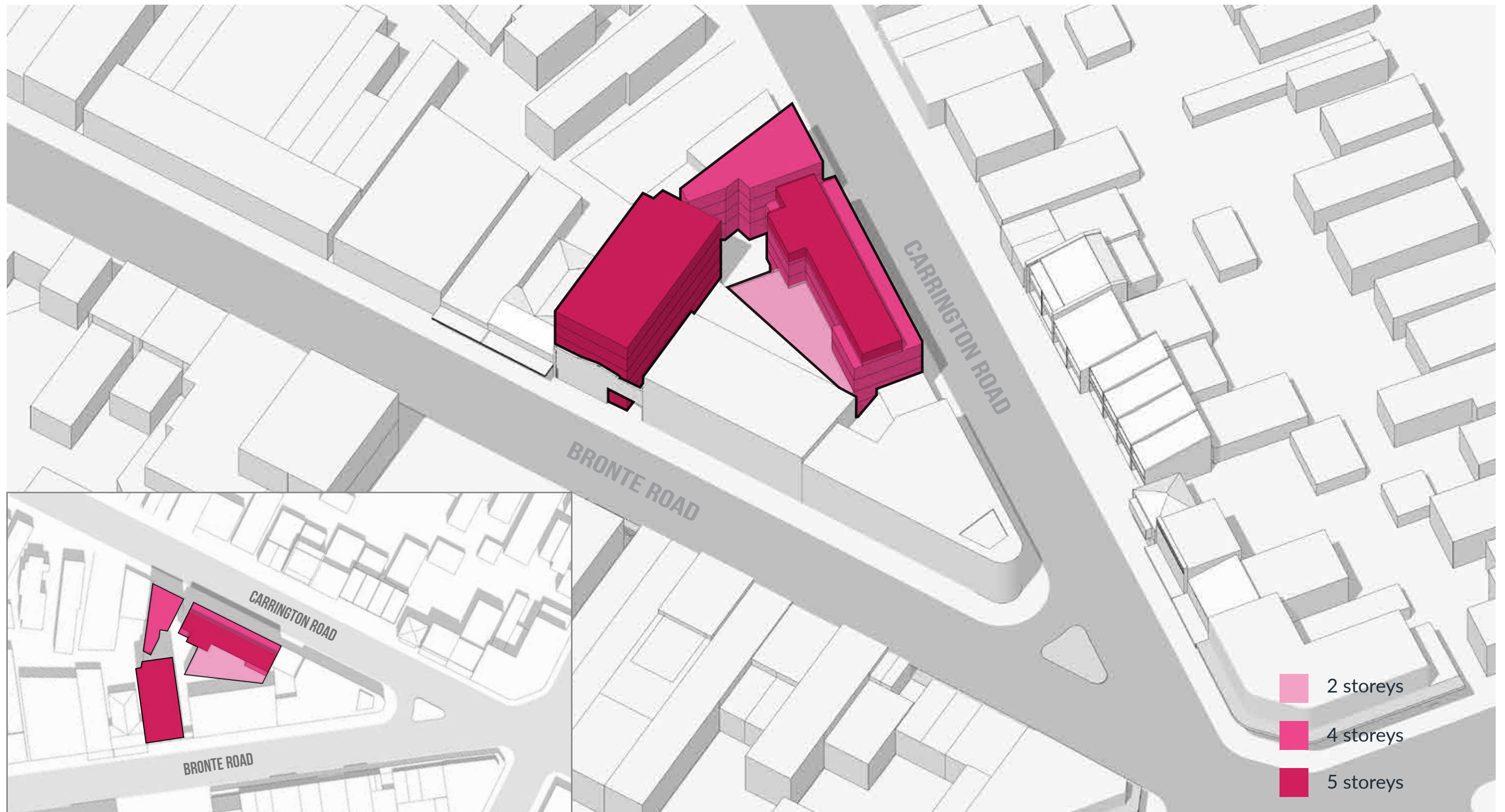
Height: Maximum building height of 5 storeys (refer opposite).

Parking: Total of 35 car spaces, 46 bicycle spaces and 15 motorcycle spaces.



NOT TO SCALE

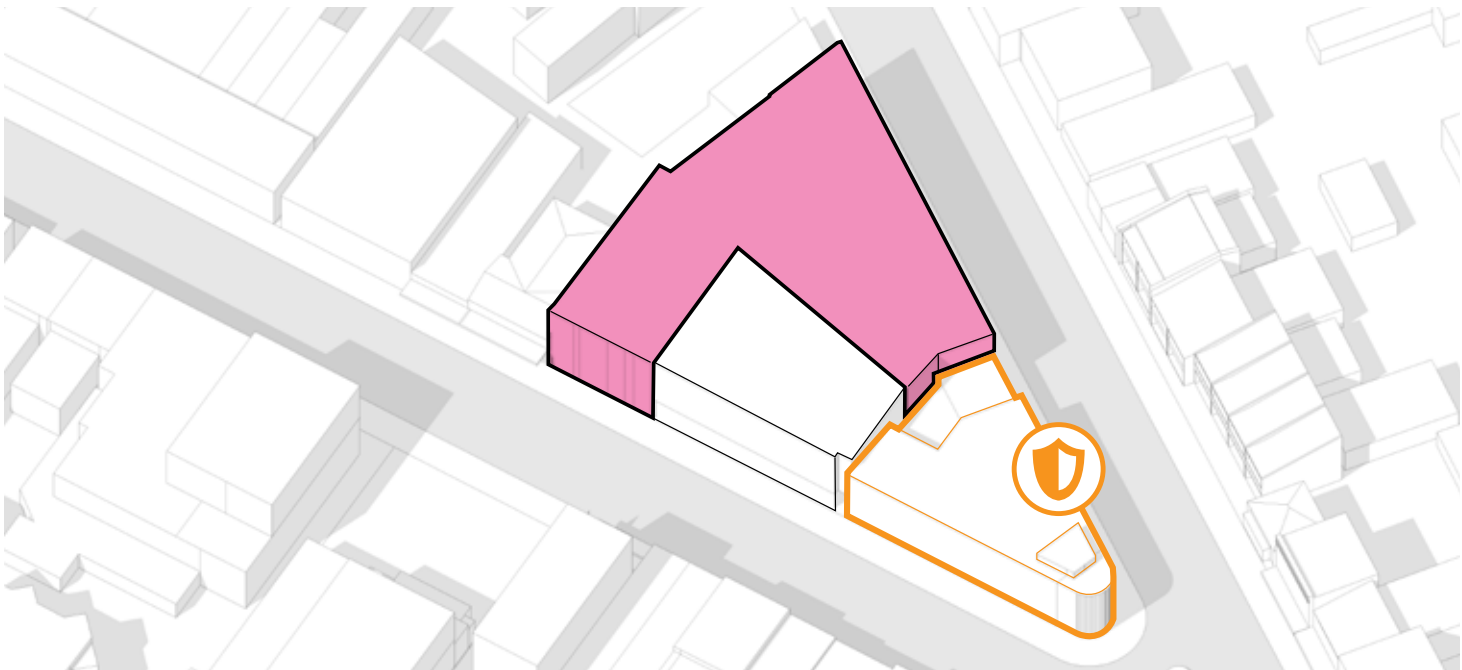
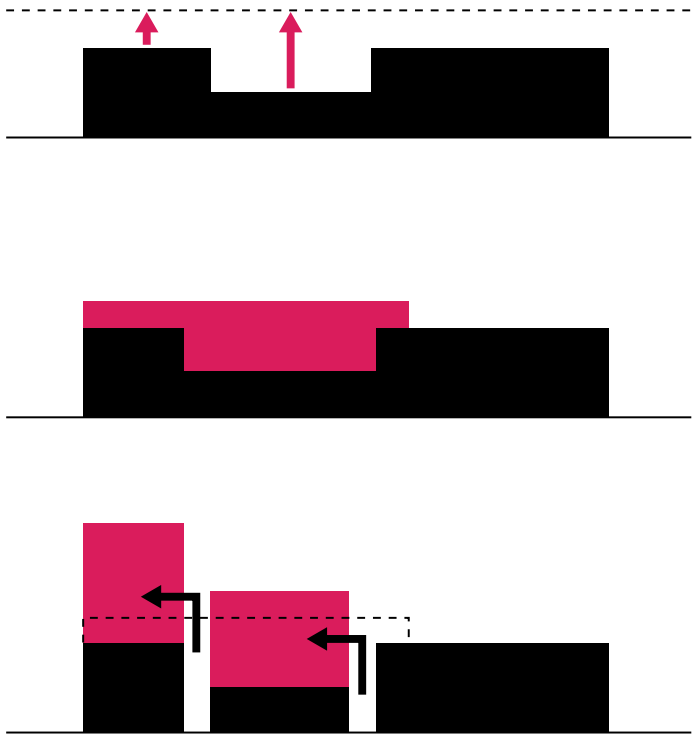
RESIDENTIAL GFA:	1,939 _{M²}	SITE AREA:	1,229 _{M²}
RETAIL GFA:	801 _{M²}	FSR:	2.62:1
COMMERCIAL GFA:	482 _{M²}		
TOTAL GFA:	3,222 _{M²}		
APARTMENTS:	29 UNITS		



THE CONCEPT

CREATING A FINE GRAIN RHYTHM AT CHARING SQUARE

We propose the creation of a fine grain street level on the site. The place benefits of this outcome far outweighs, and has a greater design impact than, the proposed height.

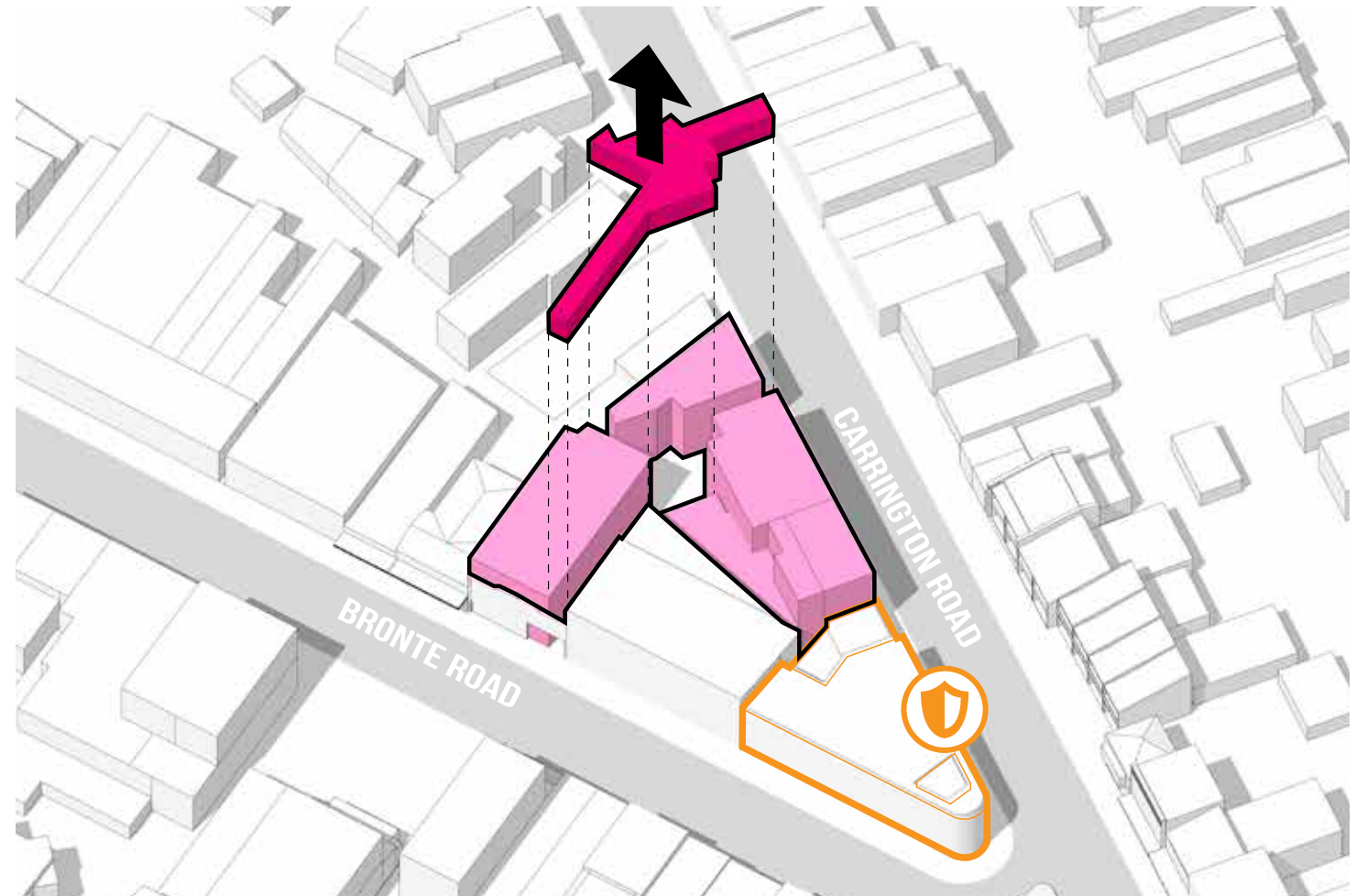


THE CONCEPT

CREATING A FINE GRAIN RHYTHM AT CHARING SQUARE

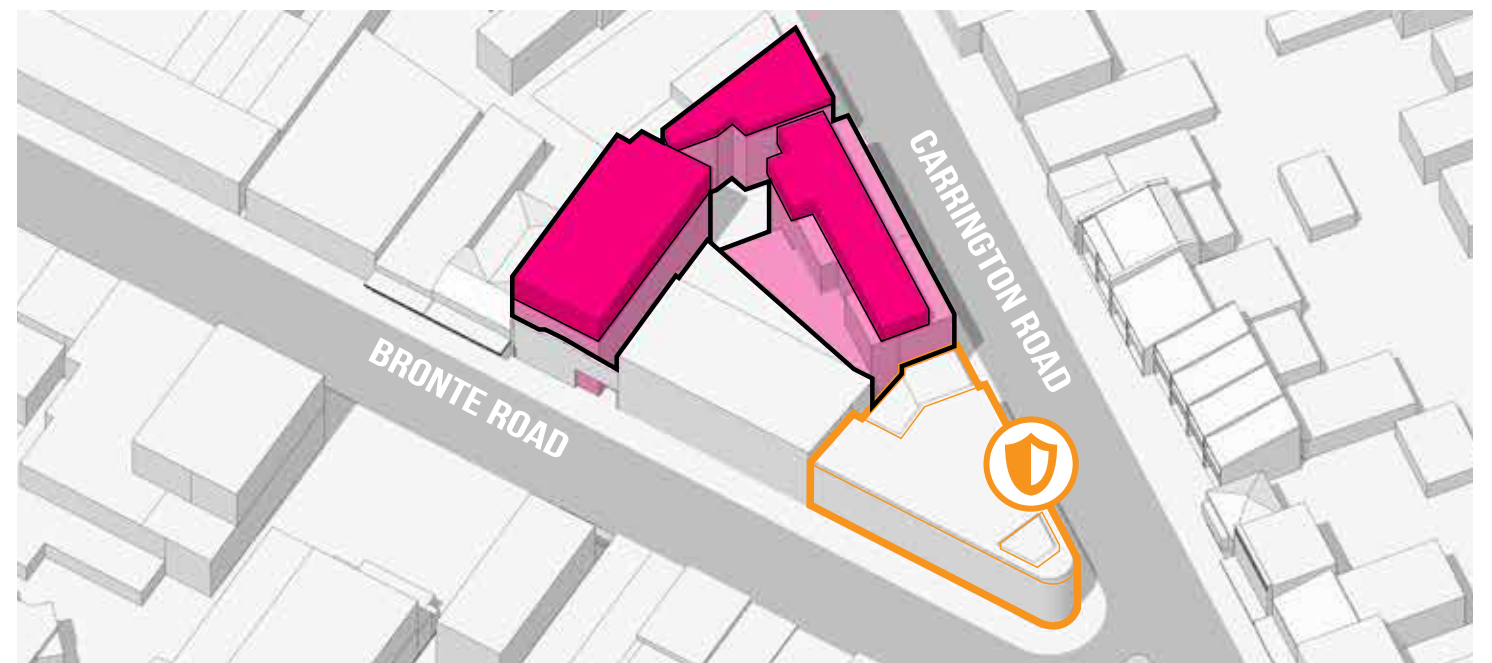
REDISTRIBUTE MASSING

The proposed concept redistributes the built form mass. This allows for the delivery of open space and increased permeability while maintaining the economic viability of the project. The 24% of the site is dedicated to open space.



FINE GRAIN ARTICULATION

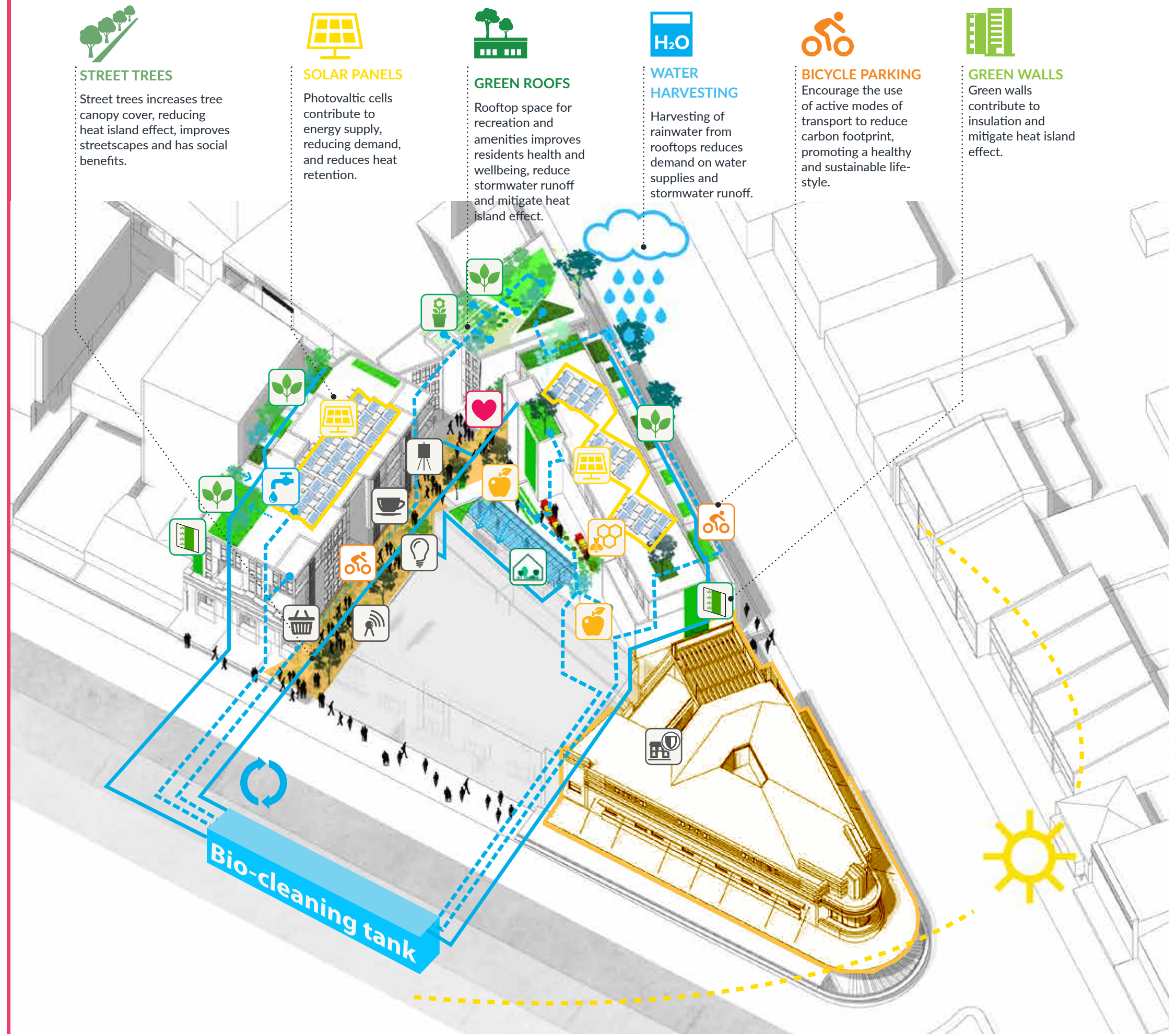
The outcome is a more articulate, fine grain street wall where there are breaks in the buildings, creating a more interesting street wall.



THE CONCEPT

SUSTAINABILITY

Achieving sustainability is a key goal for Charing Square. The proposal intends to explore opportunities for a number of sustainability measures in the final design. This will achieve an outcome that is environmentally, socially and economically sustainable.





Angeli G. &
Trocchio T. s.r.l.



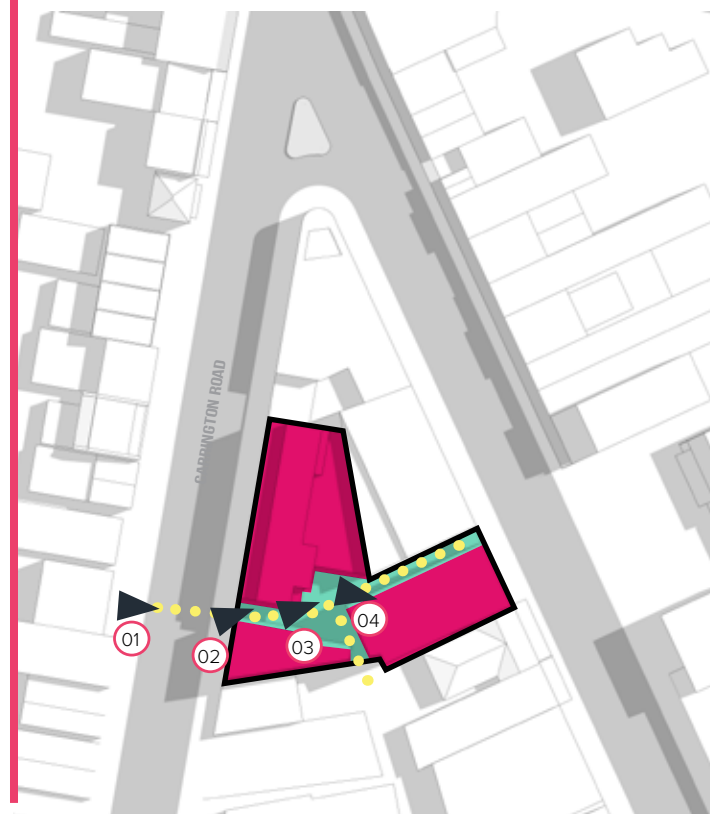
Produzione Lazio

DANTONA

JOURNEY OF PLACES

ILLUSTRATIVE VIEWS

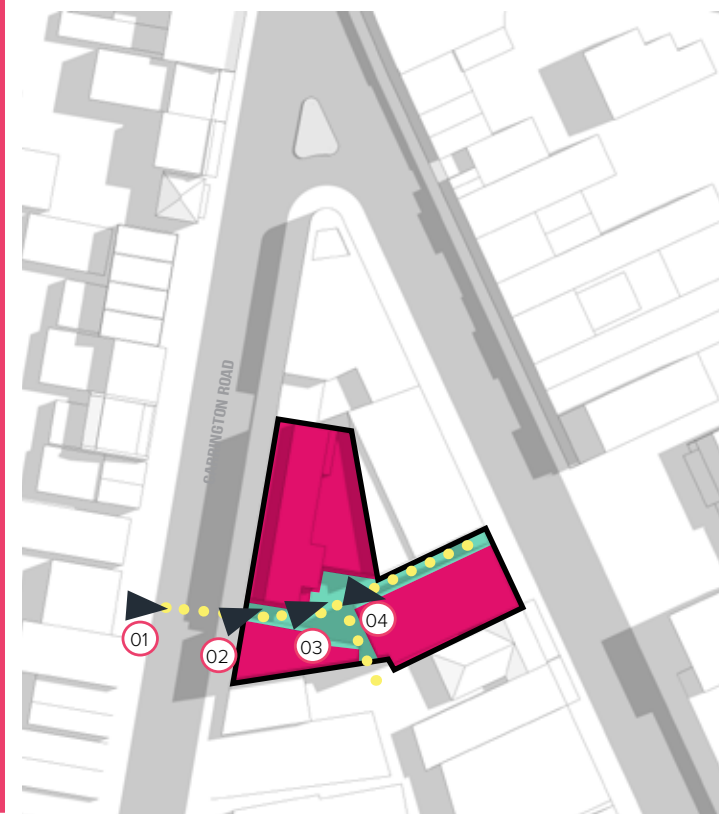
VIEW FROM CARRINGTON RD



JOURNEY OF PLACES

ILLUSTRATIVE VIEWS

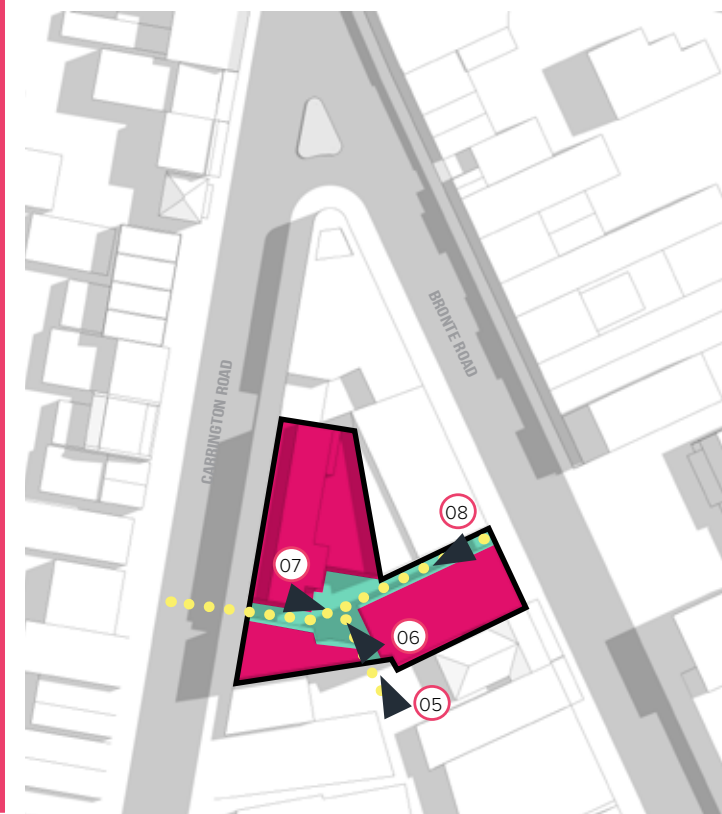
VIEW OF THE URBAN COURTYARD



JOURNEY OF PLACES

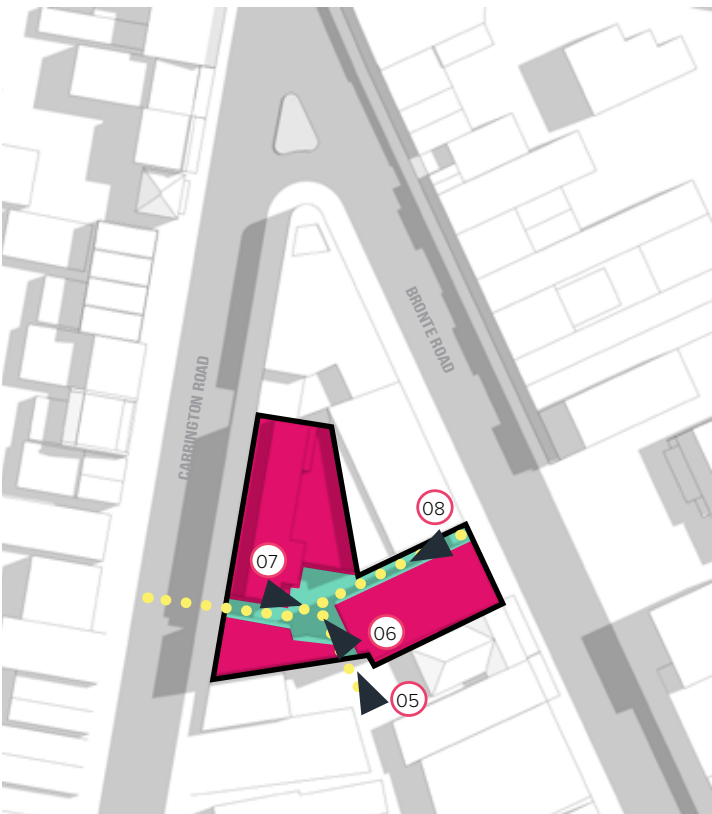
ILLUSTRATIVE VIEWS

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 site'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



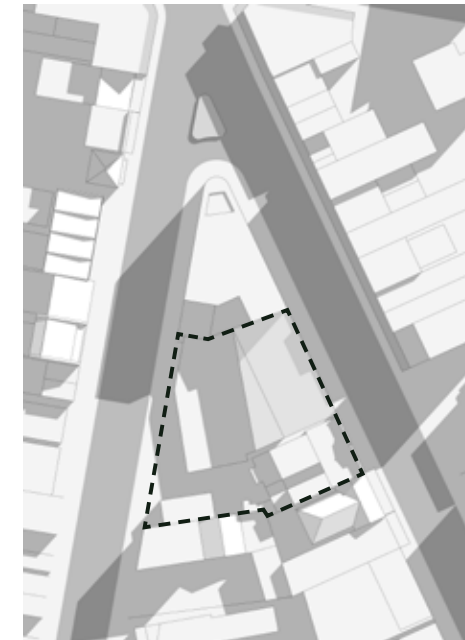
VIEW FROM BRONTE ROAD

SOLAR ANALYSIS

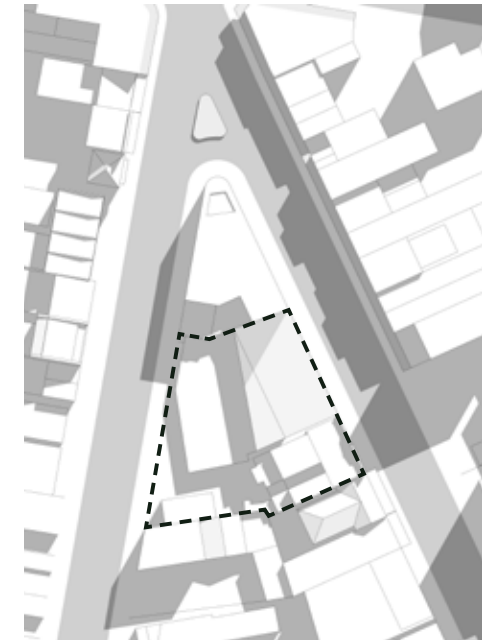
A solar analysis (2D and 3D provided) of the proposed built form indicates:

- 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)

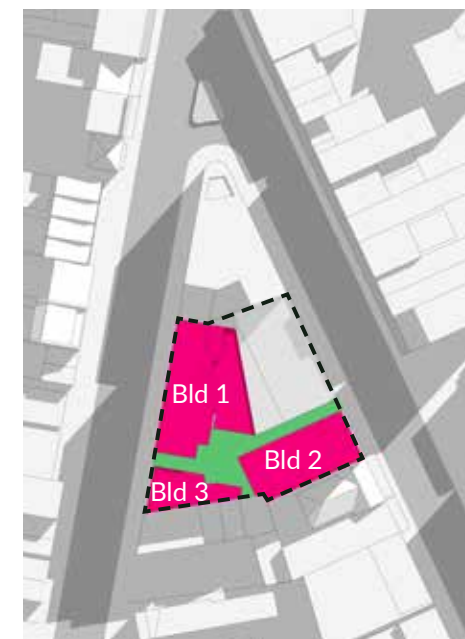


9AM WINTER

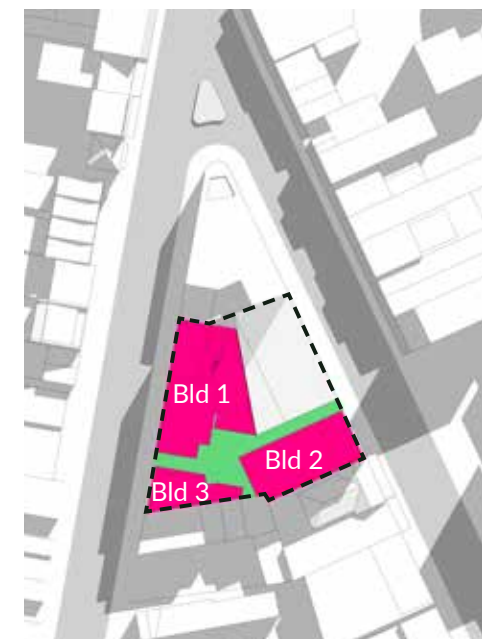


10AM WINTER

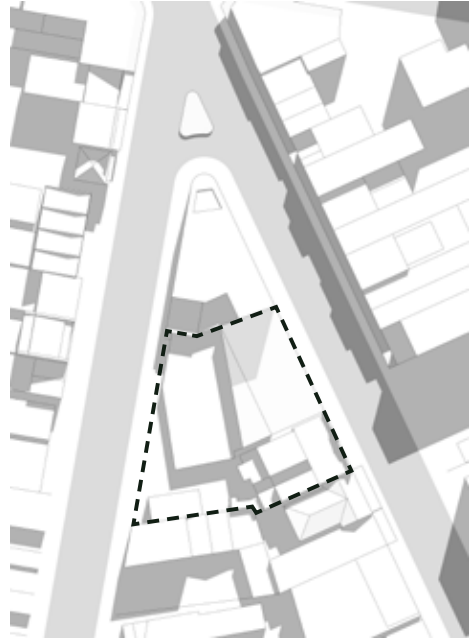
PROPOSED SHADOWING (2D)



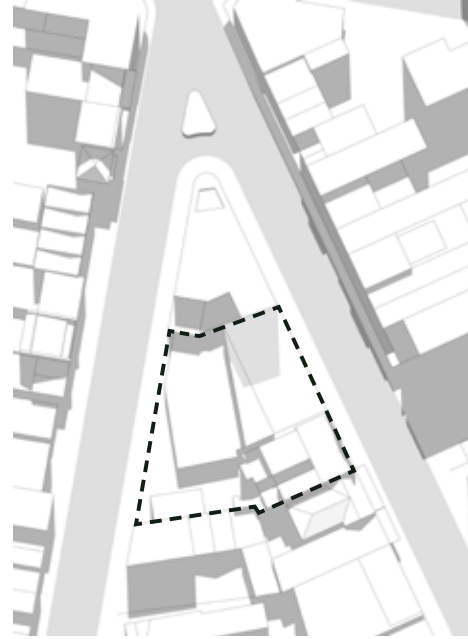
9AM WINTER



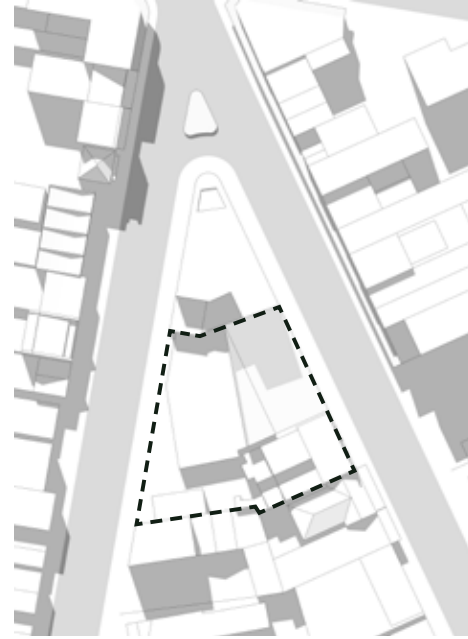
10AM WINTER



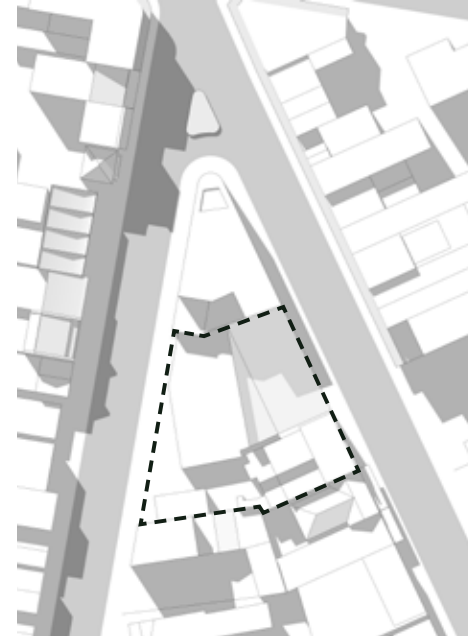
11AM WINTER



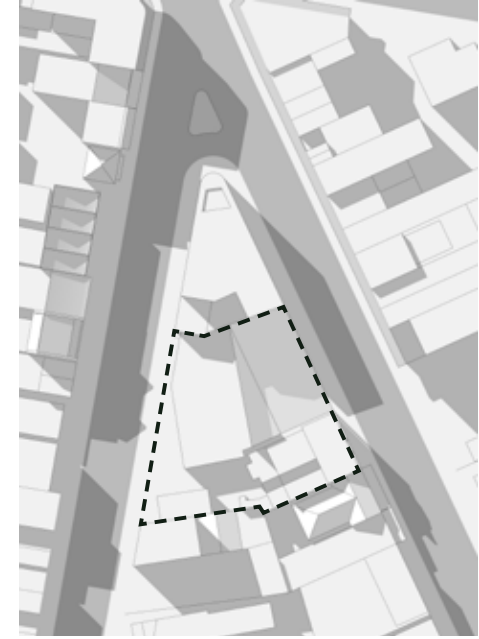
12AM WINTER



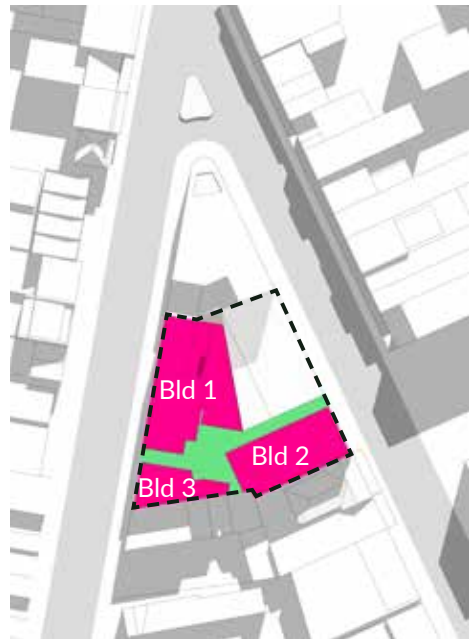
1PM WINTER



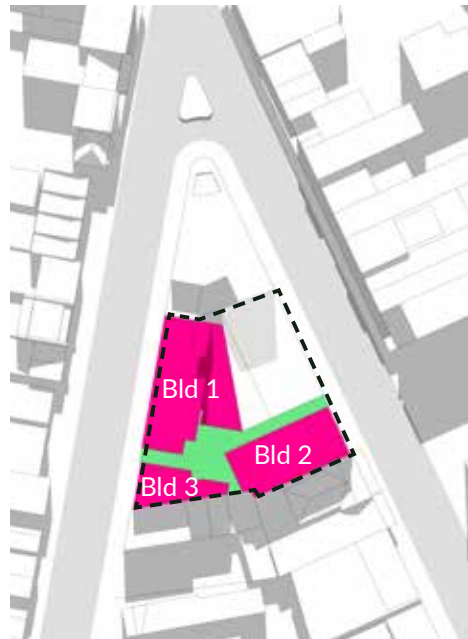
2PM WINTER



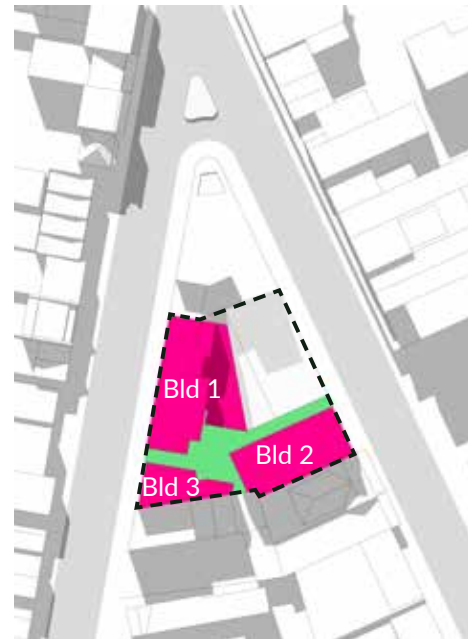
3PM WINTER



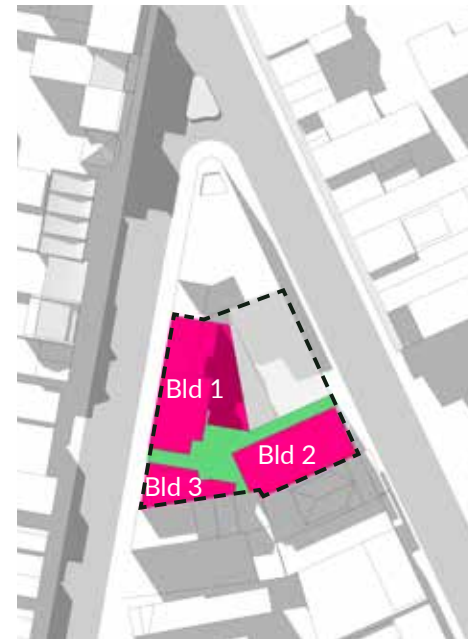
11AM WINTER



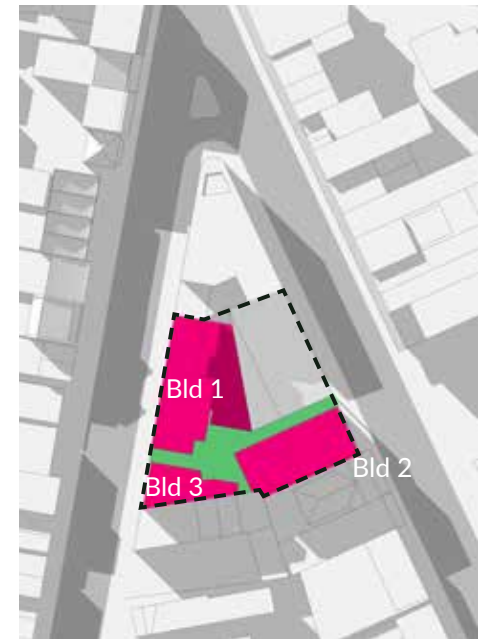
12PM WINTER



1PM WINTER



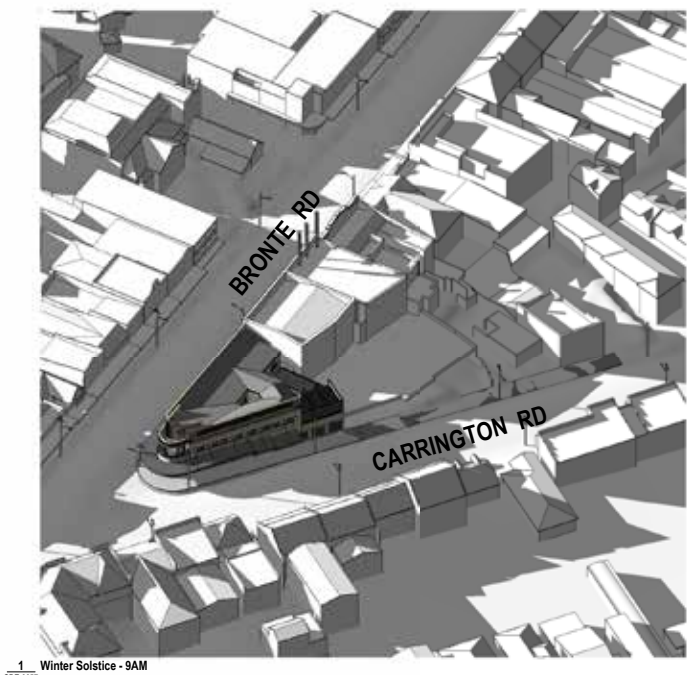
2PM WINTER



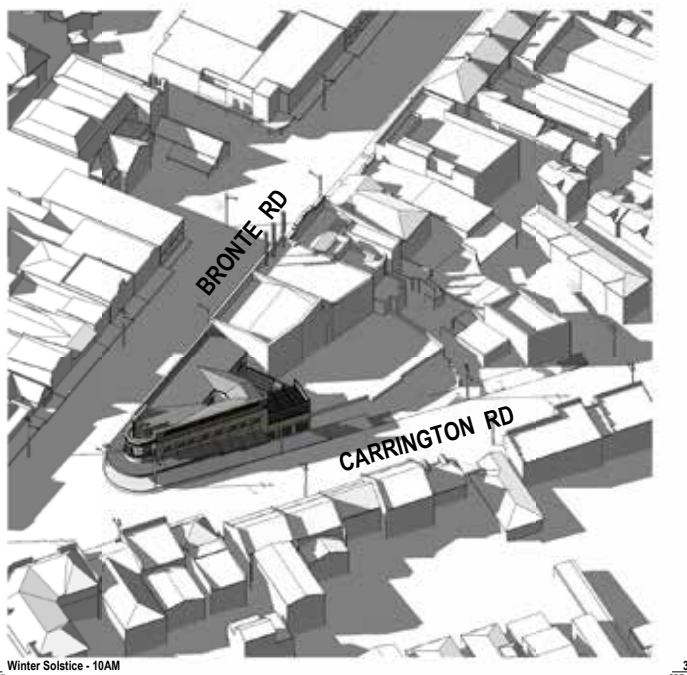
3PM WINTER

SOLAR ANALYSIS

EXISTING SHADOWING (3D)

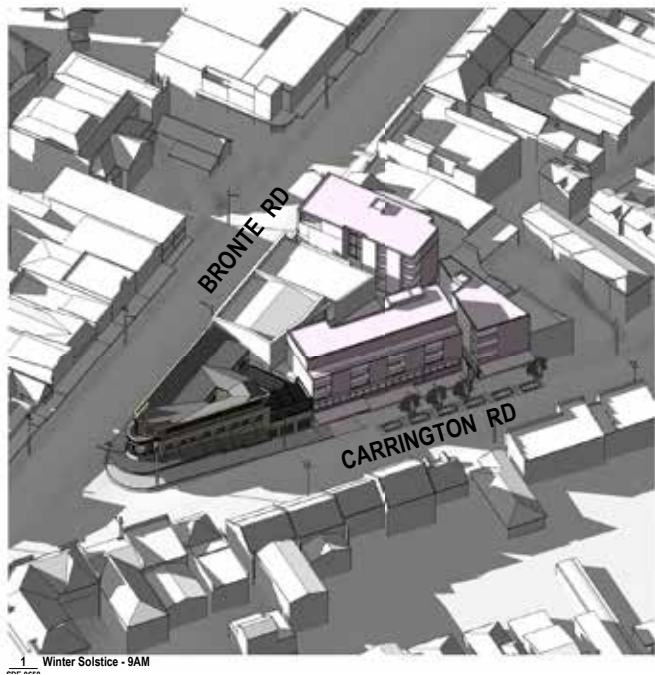


9AM WINTER

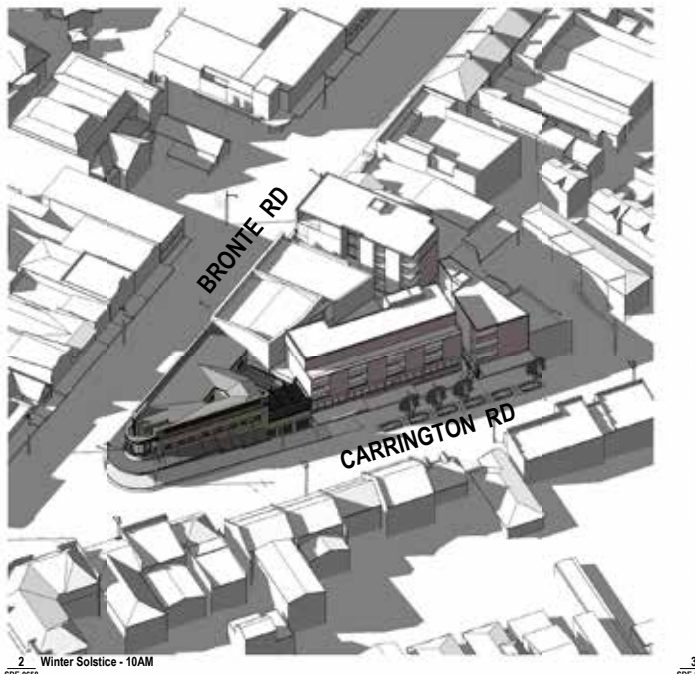


10AM WINTER

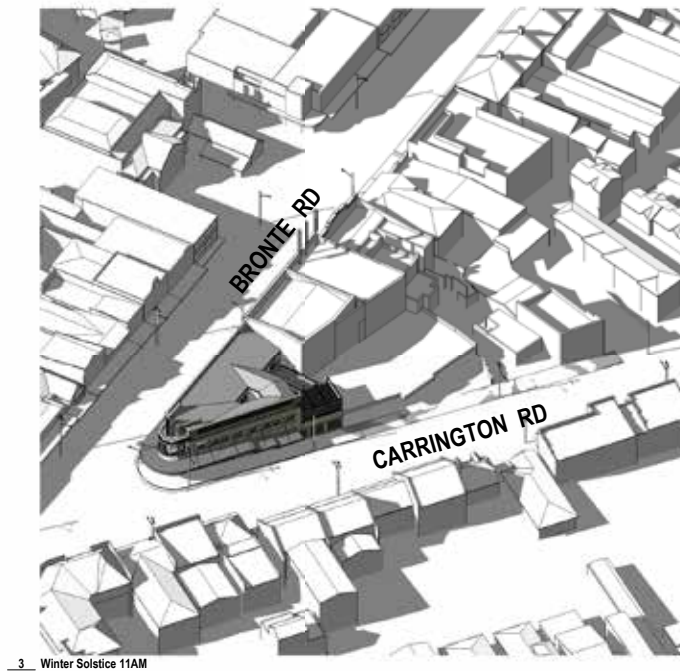
PROPOSED SHADOWING (3D)



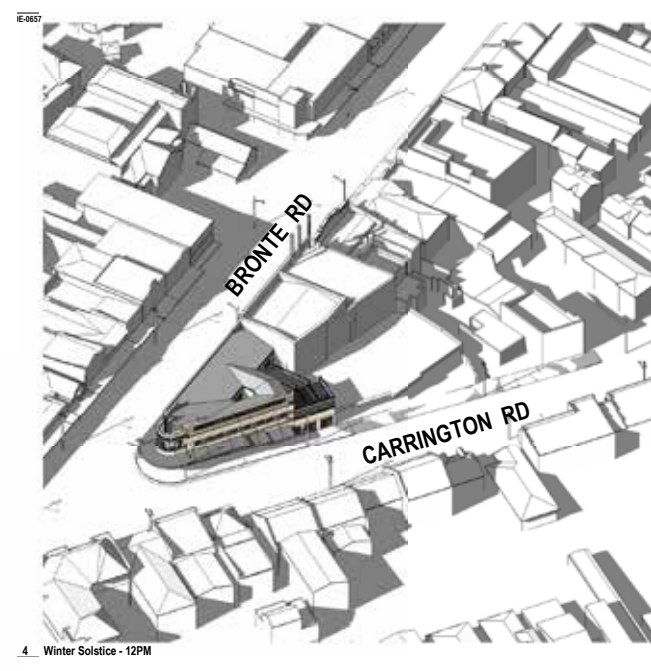
9AM WINTER



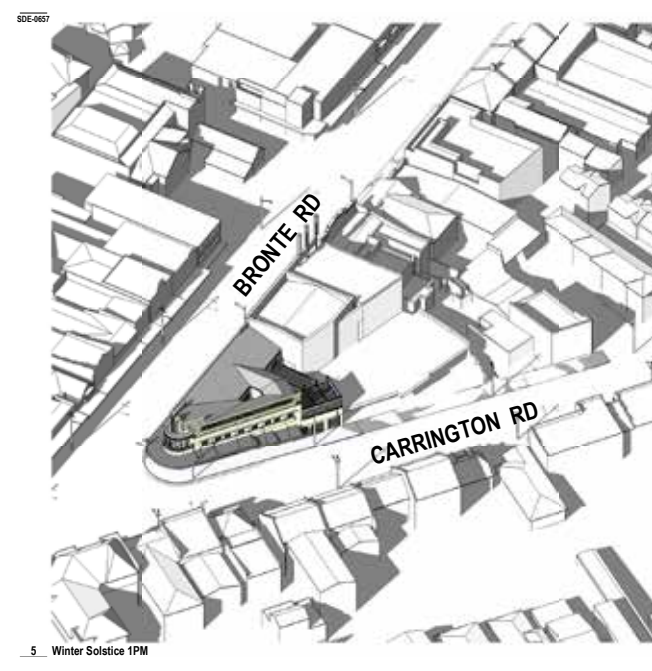
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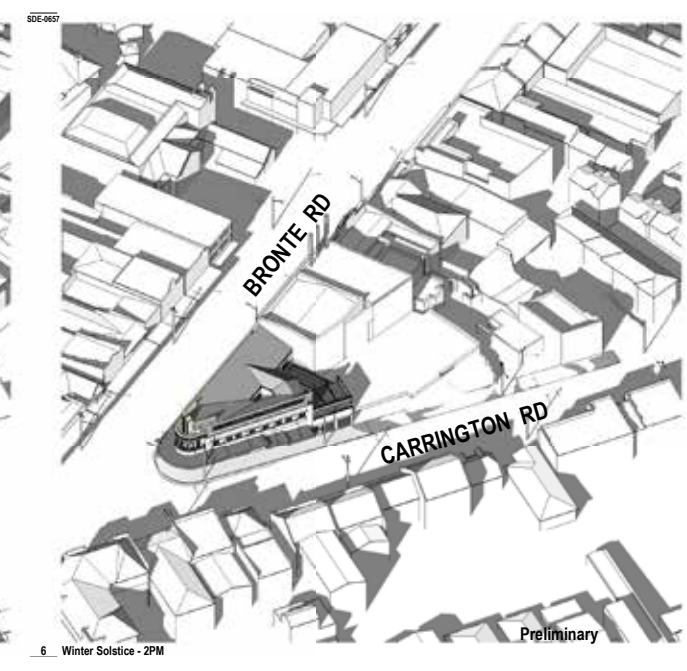
11AM WINTER



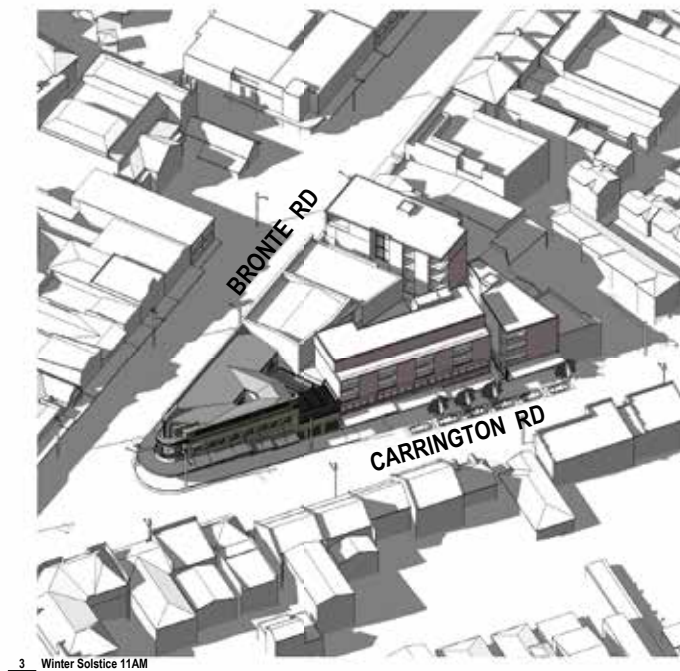
12AM WINTER



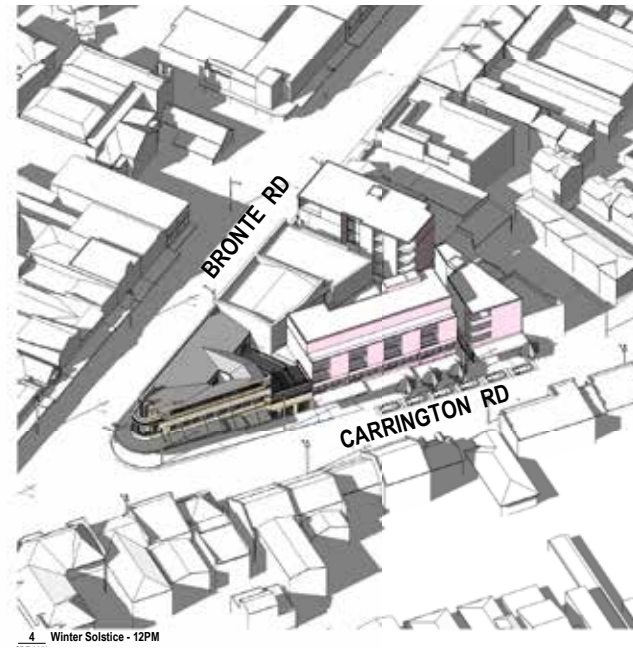
1PM WINTER



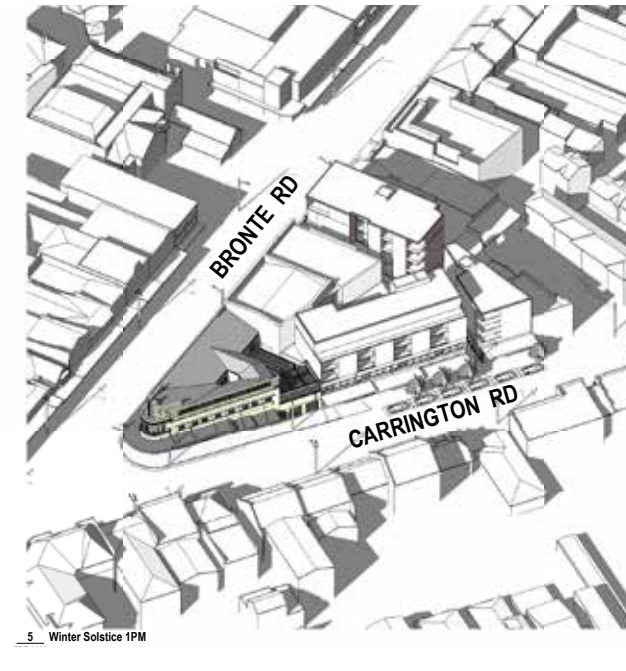
2PM WINTER



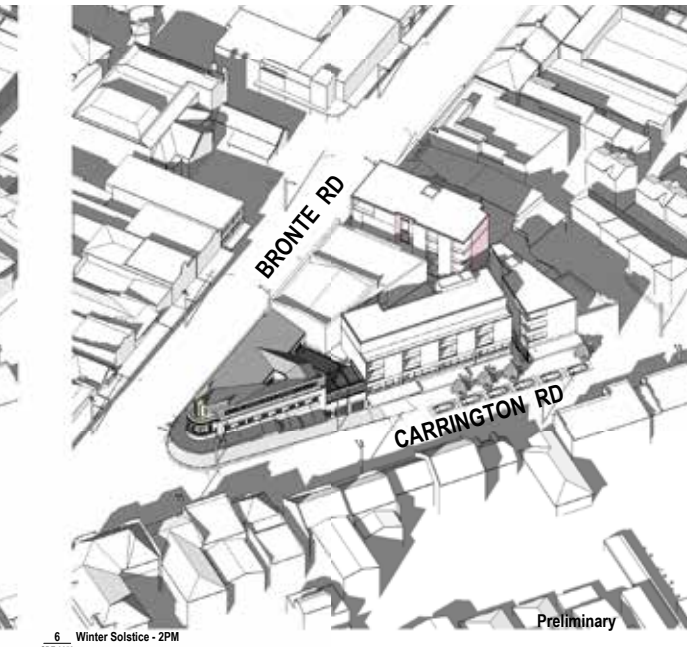
11AM WINTER



12AM WINTER



1PM WINTER



2PM WINTER

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
2A Primary Controls	Demonstrate context responsiveness	Compliant - The proposed building form demonstrates context responsive design responding to the existing character of development in the vicinity of the site, 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.
2B Building Envelopes	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.
2C Building Height	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.
2D Floor Space Ratio	Floor space ratio aligns with desired density and provides opportunity for articulation	Compliant - The proposed FSR aligns with the optimum capacity of the site and desired planning for the local area with consideration of the commercial viability and sustainability of the precinct.
2E Building Depth	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.
2E Building Depth	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.
2F Building Separation	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.
2G Street Setbacks	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
2H Side and rear setbacks	NA	NA - The site 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.
3A Site analysis	Site analysis demonstrates decisions have been based on local opportunities and surrounding context	Compliant – The site 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.
3B Orientation	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.
3C Public Domain Interface	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.
3D Communal Open Space	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.
3E Deep Soil Zones	7 to 15% of site must provide for deep soil with minimum dimension of 6m.	Compliant – 166m ² soil zone comprises 13.5% of 1,229m ² site area and provides for tree/shrub planting zones which are up to 23m across.
3F Visual Privacy	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.
3G Pedestrian Entries	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.
3H Vehicle Access	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.

