

6.0 CHARING CROSS SMALL VILLAGE



Locality Map

6.1 Existing Character & Built Form

The Charing Cross centre is located along busy Bronte Road connecting the eastern beaches, Bondi Junction, Centennial Park and the City.

The centre has a diverse range of local shops and services that support the daily needs of local residents and also workers and visitors who frequent the area. The centre has a "high street" character, supporting the local commercial strip as well a major public transport route to and from the City.

The centre continues to fulfil a valuable social role and meeting place for local residents and for the children attending and travelling to the surrounding schools. The diverse local population also includes aged housing within the centre.

The centre is contained within an existing Heritage Conservation Area, listed in the Waverley Local Environmental Plan, reflecting of the high heritage significance of the centre.

Bronte Road East
■ Indicates buildings of historical character





The area maintains a strong two (2) storey character, with near-complete rows of highly intact Federation terraces (with continuous lateral pitched roofs) and Victorian terraces (with ornate parapet), interspersed with some examples of two storey Interwar and Art Deco apartments.

These buildings of historic character are all of masonry construction, many with painted plaster render with highly decorative finishes. The buildings are mixed-use and maintain a consistent retail ground floor with residential upper storeys and also support awnings over the entire pavement width.

Narrow passages between terraced groups give access to the rear of properties and laneways. Buildings address Bronte Road and do not address the laneways, although some newer buildings haven't maintained this approach to the detriment of the Bronte Road streetscape.

In most terraced areas, lot size is regular and narrow in width; however, in redeveloped areas, this has been modified to form irregular divisions.

Numerous buildings within this area possess elements of, or largely intact, original shop fronts. Many others preserve the original entry configuration (i.e. with inset doorway to one side) reconstructed with contemporary materials.

Several buildings of historic character, particularly conjoined terraces, are clearly discernable as 'ensembles', including:

- (a) nine terraces at 15-31 Albion Street;
- (b) six terraces at 3-13 Albion Street;
- (c) three terraces at 279-283 Bronte Road;
- (d) two terraces at 275-277 Bronte Road;
- (e) three terraces at 269-273 Bronte Road;
- (f) ten terraces at 245-263 Bronte Road;
- (g) two terraces at 272-274 Bronte Road;
- (h) four terraces at 296-302 Bronte Road); and
- (i) six terraces at 316-326 Bronte Road, including No. 316 Bronte Road, with a retained façade but with rear demolished.

Important views of historic buildings, available from the public domain, include those of the St Mary's Immaculate Catholic Church and associated buildings (a listed State Heritage group), viewed across the community centre at 280-282 Bronte Road.

Appreciation of the high heritage quality of the building stock of this area is compromised by intrusive suspended power lines and the placement above the line of awnings of other built elements such as advertising structures and air conditioning units.

There is a strong variety of colour seen on the buildings in this area which positively contributes to the character of the area. Where a

number of adjoining buildings have been painted the same colour the scale and rhythm of the street is diminished.

The Eastern Suburbs Legion Club is an important community based use in the centre, although the building is an intrusive element in the existing Conservation Area.

At present the public domain making up the local centre is not particularly well defined, blurring into the adjacent residential areas, particularly at the northern and southern ends of the high street.

6.2 Desired Future Character Objectives

- (a) To ensure that new development complements the height, scale, design and streetscape rhythm of buildings of historic character along Bronte Road;
- (b) To limit the scale of redevelopment and infill development at the street edge to match the height of the existing heritage parapet façades and roof lines, with setbacks to further levels where appropriate;
- (c) To ensure that the design of infill development remains consistent with the regular division of frontages, where regular divisions occur;
- (d) To ensure an integrated approach and consistent treatment to the conservation of terrace groups of buildings of historic character;
- (e) To conserve and restore, where possible and appropriate, original shop fronts;
- (f) To minimise ‘visual clutter’ through control of peripheral building elements;
- (g) To encourage the conservation of historic architectural details and reconstruction of missing or degraded elements;
- (h) To maintain and encourage mixed use development with ground floor local shops and services and residential uses above;
- (i) To maintain the ground floor small shops character of the centre;
- (j) To support, maintain and expand upon the diverse mix of local shops and services that provide the day to day needs of the local residential community.
- (k) To enhance the pedestrian environment along Bronte Road;
- (l) To maintain the continuity of awnings where present;





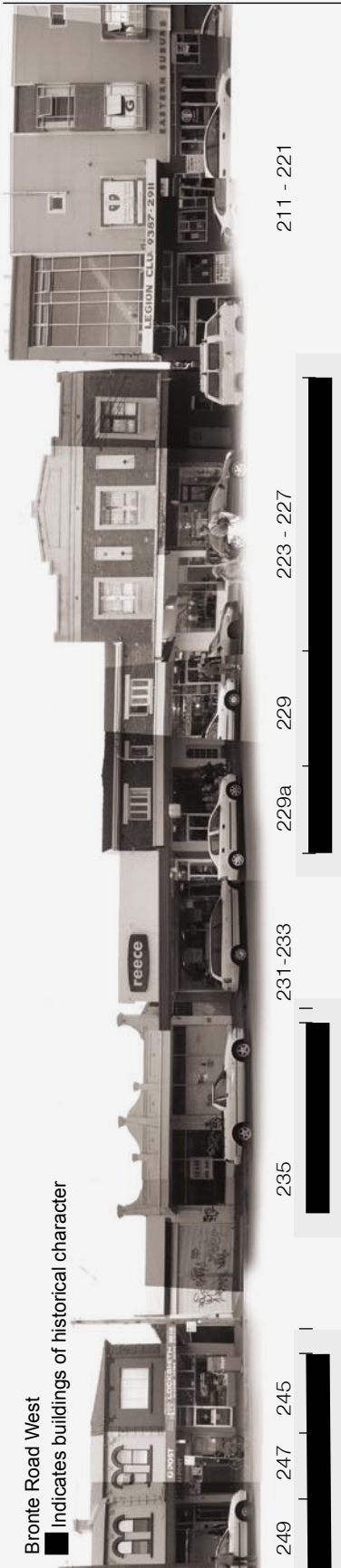
- (m) To maintain Bronte Road as the primary streetscape in the centre with lanes and side passages as secondary frontages.
- (n) Within Charing Cross there exists one 'Key' site. Indicated as * in section 6.3(n) This site has the potential to be an important public open space.

6.3 Planning Controls

- (a) Alterations to individual shop facades above awning level are not permitted where that facade is part of an homogeneous or symmetrical group of buildings of historic character;
- (b) Development of existing buildings of historic character must result in facade elements above awning level such as windows, parapets, balconies and ornamental detailing being retained, and where necessary, restored;
- (c) Development must result in the facade at the street alignment comprising a canopied shop front at ground level, and first floor facade above the awning. The height of the building at the facade shall take into consideration existing parapets and other facade details of established surrounding development;
- (d) Developments on corner sites with major street frontages are to be designed to accentuate the corner, and provide the transition between one streetscape and the next. Existing corner splay shall be retained. These provisions do not apply to laneways, driveways and side passages;
- (e) New development is to incorporate façade proportions, modulation and fenestration as outlined in planning control 3.3(m). Such development is to be designed to be compatible with the historic character of the existing streetscape. New development must complement the existing buildings, based on the following:
 - (i) height and alignment of adjacent buildings;
 - (ii) lining up major horizontal elements (eaves/parapets, window sills, and/or heads);
 - (iii) repeating the major vertical bay widths/rhythms established by adjacent buildings;
 - (iv) matching general proportions/forms of facade modulation of adjacent buildings, particularly fenestration and balcony elements;
 - (v) using materials similar to, or otherwise compatible with, the existing context (generally rendered or painted masonry); and
- (f) Development involving buildings with original shop fronts must result in the shop fronts being retained, and where required, restored;

- (g) Development involving the erection of a new shop front is to ensure that it is simply detailed with large areas of glazing and narrow mullions/framing;
- (h) Development must result in the front façade at first floor level having a solid masonry finish, and shall be either smooth rendered, bagged and painted;
- (i) Awnings to buildings are to be provided in accordance with the details provided in the diagrams below;
- (j) New development is to be provided with any necessary vehicular access from an available rear lane or secondary street frontage. Where the Council agrees that vehicular access is necessary from the primary street frontage, being Bronte Road, the building design must include an over pediment or feature to reduce disruption to the existing façade;
- (k) New development requiring a necessary vehicular access from Bronte Road must incorporate a driveway pediment with a maximum clearance of 4.3m, aligned with adjacent string courses, awning, or parapet heights. Vehicle entrances are to be a maximum 3.3m in width;
- (l) New development is to facilitate cable bundling and incorporate design for the reduction of above ground services;
- (m) Refreshments rooms (meaning restaurants, cafes, tea rooms, eating houses or the like) and fast-food take-away restaurants must not constitute more than 20% (being the combined total of the two) of shopfronts or activities along the frontage of any part of the street between the corners of two other streets. The intent is that these types of uses and activities will constitute a maximum of 20% of shop fronts and activities within the overall centre and within each section of each centre.



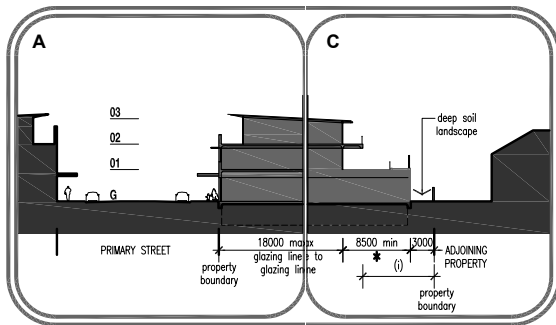


(n) Buildings shaded below should conform to the following planning controls

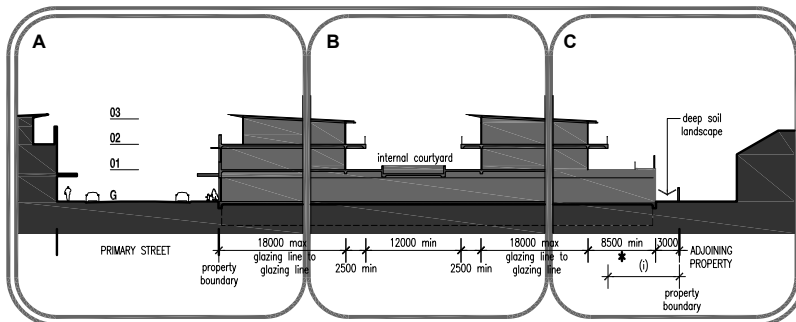


* Indicates a key site. Refer section 6.2(n)

(o) Typical building section - single street frontage - shallow site

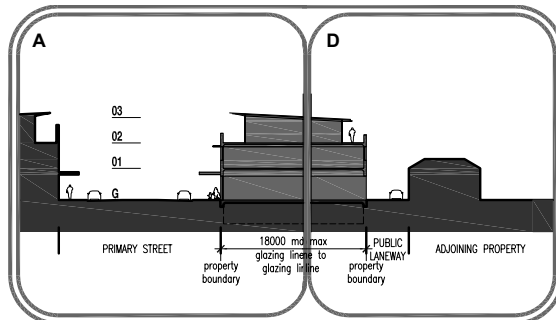


(p) Typical building section - single street frontage - deep site

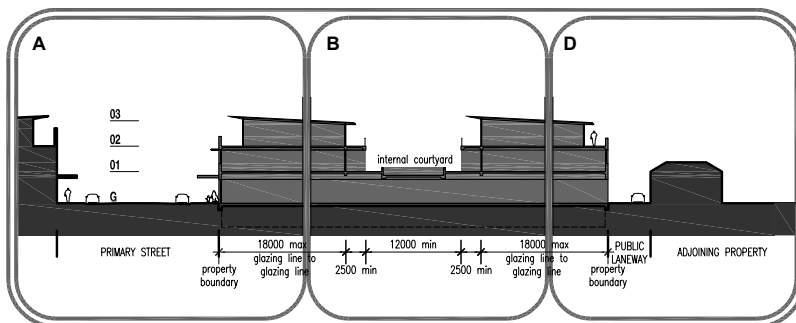


Dimension marked * may be varied where a figured dimension is given in 6.3(w) indicating an overall dimension (i). In all other cases dimension * is a minimum.

(q) Typical building section - dual street frontage - shallow site



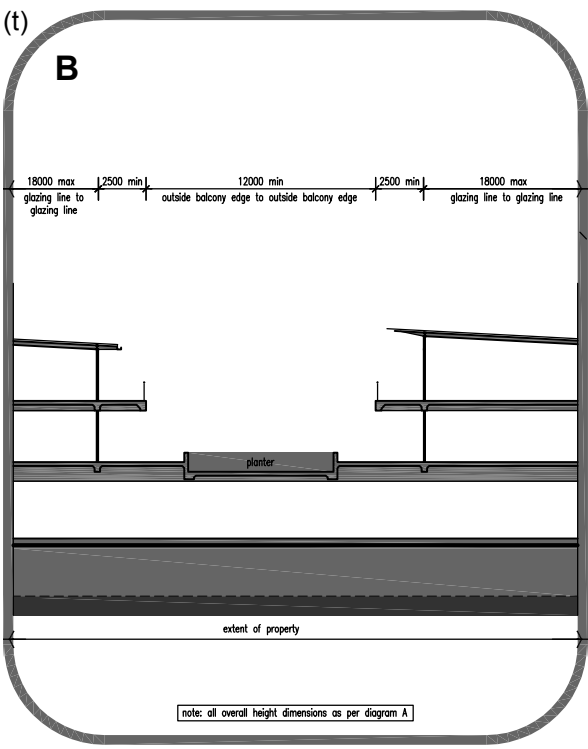
(r) Typical building section - dual street frontage - deep site

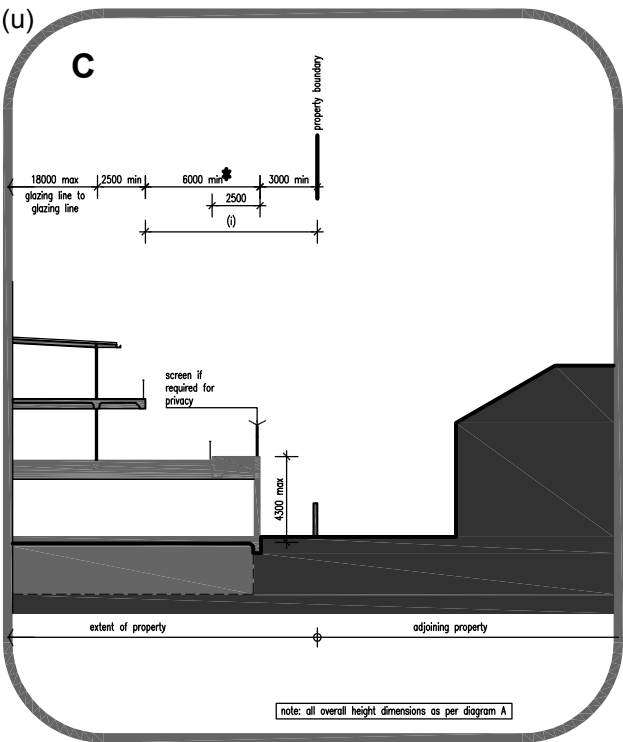


Bronte Road West
Indicates buildings of historical character

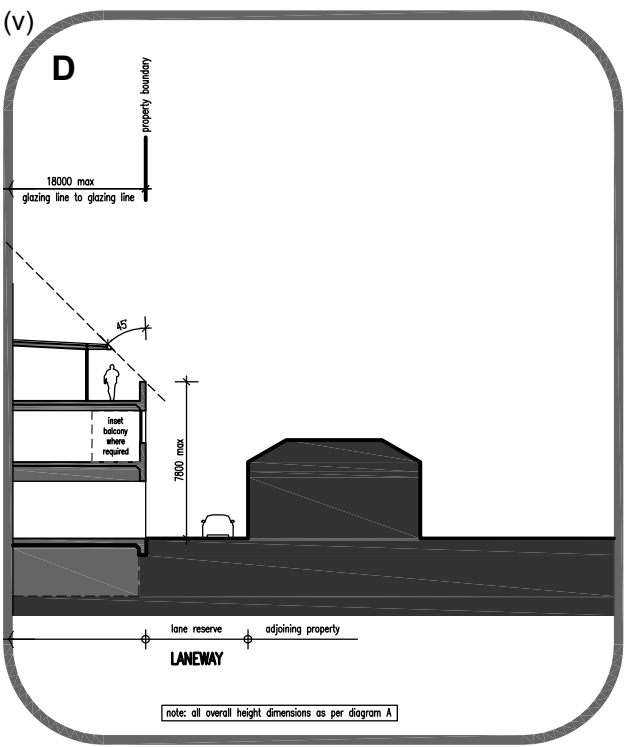








Dimension marked * may be varied where a figured dimension is given in 6.3(w) indicating an overall dimension (i). In all other cases dimension * is a minimum.



- (w) This diagram indicates an approximate built form footprint outcome as a result of the Planning Controls Diagram. These footprints do not alter applicable FSR values. In a number of circumstances figured dimensions are given to vary setback requirements so as to achieve urban design objectives or appropriate development potential. In all other circumstances the dimensional requirements in preceding figures of this chapter apply.

