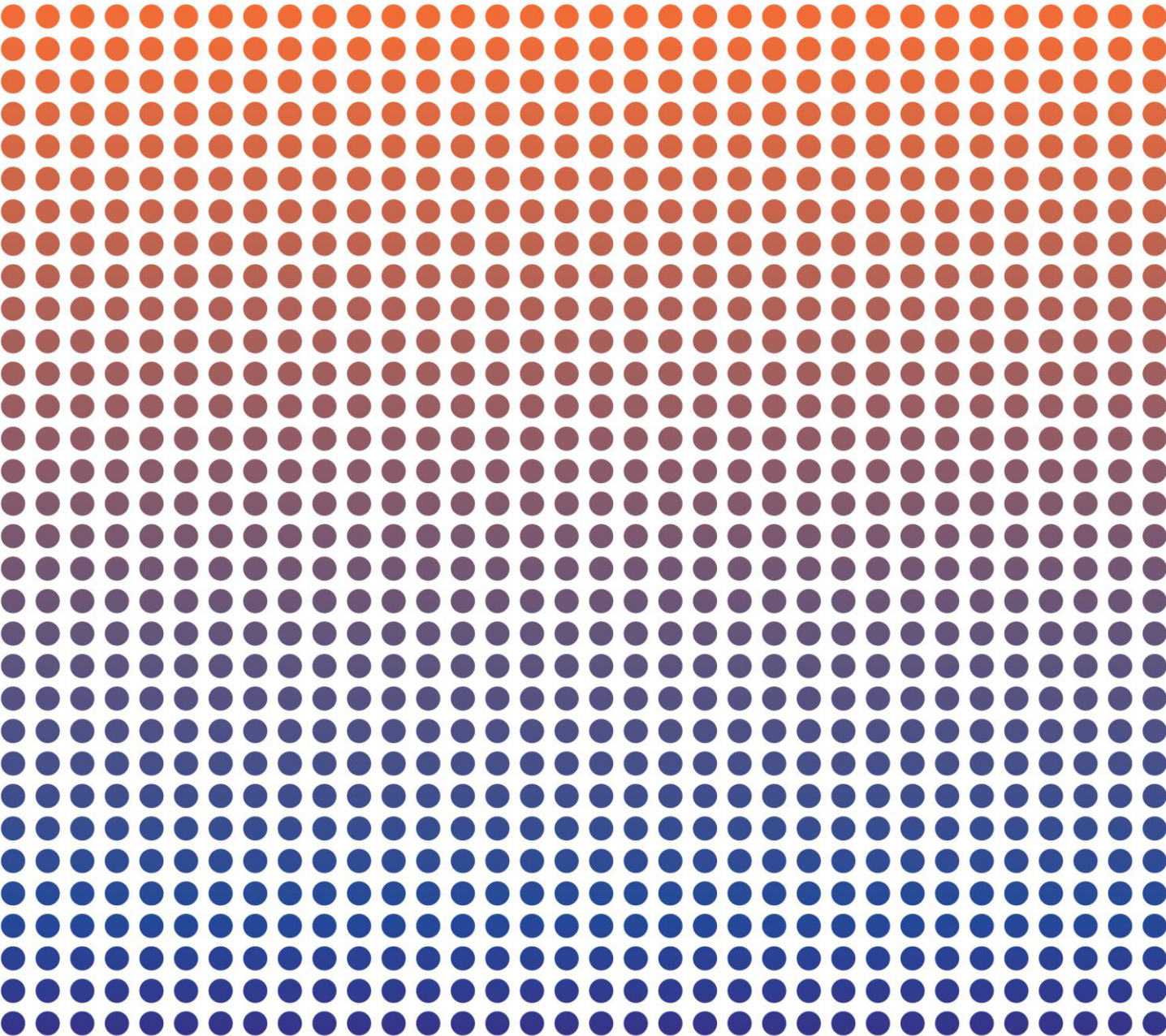


# CHARING CROSS STREETSCAPE UPGRADE PROJECT

## Review of Environmental Factors: Submissions Report

December 2023



Prepared by  
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## TABLE OF CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>2</b>
<b>2</b>	<b>PUBLIC CONSULTATION .....</b>	<b>3</b>
	<b>2.1 Consultation during REF Preparation .....</b>	<b>3</b>
	<b>2.3 Consultation during REF Exhibition: November 2023 .....</b>	<b>3</b>
<b>3</b>	<b>REVIEW OF SUBMISSIONS .....</b>	<b>5</b>
	<b>3.1 Overview of Submissions .....</b>	<b>5</b>
	<b>3.2 Response to Feedback .....</b>	<b>5</b>
<b>4</b>	<b>CONCLUSION .....</b>	<b>16</b>

## LIST OF FIGURES

Figure 1: Support For Overall Design During Consultation Period (2021)  
Figure 2: Letterbox Drop Area (Highlighted Purple)  
Figure 3: Recommended Cycleway Route Option (Route 7)  
Figure 4: Existing Accessible Parking Spaces (Identified Blue)  
Figure 5: Existing Bronte Road Section  
Figure 6: Proposed Bronte Road Section  
Figure 7: Existing Loading Zone To Be Retained  
Figure 8: Brick and Honed Concrete Option  
Figure 9: Brick and Asphalt Option  
Figure 10: Existing Bin Enclosure Locations

## LIST OF TABLES

Table 1: Engagement Methods REF Exhibition  
Table 2: Detailed Response to Submissions

## ATTACHMENTS

Attachment A: Register of Submissions

## **1 INTRODUCTION**

Waverley Council (Council) proposes to upgrade the commercial precinct of Charing Cross to improve the area's economic and social vibrancy, and make it safer, more accessible, and sustainable. Environmental Partnership (NSW) Pty Ltd (EP) prepared a Review of Environmental Factors (REF) dated 26 October 2023 to assess the likely environmental impacts associated with the proposed works to the Charing Cross centre, as detailed in the Design Concept Plans dated October 2023.

This Submissions Report summarises a review undertaken by Milestone (AUST) Pty Limited (Milestone), of all submissions received by Council during the public exhibition period of the REF. Further, it provides recommendations for Council's consideration in the finalisation of the REF and Concept Design Plans.

The REF was exhibited by Council between Thursday, 2 November 2023 and Friday, 29 November 2023 (28 days total). The following documents were available for public review and consideration:

- Charing Cross Streetscape Upgrade Review of Environmental Factors prepared by Environmental Partnership (EP) dated 26 October 2023.
- Concept Design Plans prepared by EP dated October 2023, including:
  - General Arrangement Plan – Overall, Drawing No. 3870.GA.00.
  - General Arrangement Plan – Area 1, Drawing No. 3870.GA.01.
  - General Arrangement Plan – Area 2, Drawing No. 3870.GA.02.
  - General Arrangement Plan – Area 3, Drawing No. 3870.GA.03.
  - General Arrangement Plan – Area 4, Drawing No. 3870.GA.04.

A total of 47 submissions were received over the public exhibition period. 45 of these submissions were received by individuals and two submissions were received by organisations. Milestone has undertaken a comprehensive review of all submissions received and the key issues identified, which relate to:

- Traffic Movement.
- Lack of Provision for Cyclists.
- Economic Viability of Project.
- Smart Pole Design.
- Car Parking including Accessible Parking and Loading Zones.
- Pedestrian Pathway Design
- Landscaping.
- Heritage Conservation.
- Safety.
- Construction Works.

Overall, 13 submissions were received in full support of the proposal, with 10 submissions in support with identification of concerns/objections. 20 submissions objected to the proposal. The remaining four submissions were neutral and provided general comments in relation to the proposed upgrade of Charing Cross.

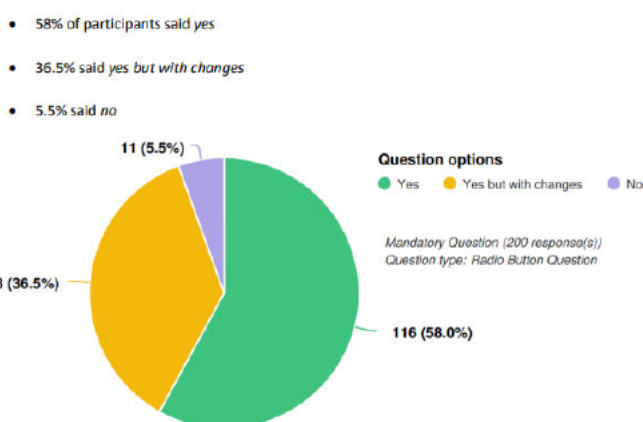


## 2 PUBLIC CONSULTATION

### 2.1 Consultation during REF Preparation

#### Community Consultation

Extensive community consultation was undertaken by Council during the preparation of the REF and associated Concept Design Plans, between April 2021 to May 2021. This consultation included an extensive range of engagement methods aimed to provide the local community and key stakeholders with clear information on the proposed concept for the Charing Cross Streetscape Upgrade Project. The findings from this consultation period are summarised within the Charing Cross Streetscape Upgrade Consultation Report April-May 2021. The community consultation demonstrated overall support for the project with 58% of responders in full of support the proposed concept design and 36.5% of respondents in support but with a preference for some changes within the design. The remaining, 5.5% of respondents did not support the overall concept design (refer to **Figure 1**).



**Figure 1: Support for Overall Design during Consultation Period (2021)**  
**Source: Charing Cross Streetscape Upgrade Consultation Report, 2021**

#### Transport for New South Wales

Council consulted with Transport for NSW (TfNSW) during the preparation of the REF and detailed concept design of the proposed upgrade works. This consultation was undertaken via email correspondence and online meetings with the key representatives at TfNSW.

Council will continue to consult with TfNSW as required in the lead up to construction, and during construction of the proposal.

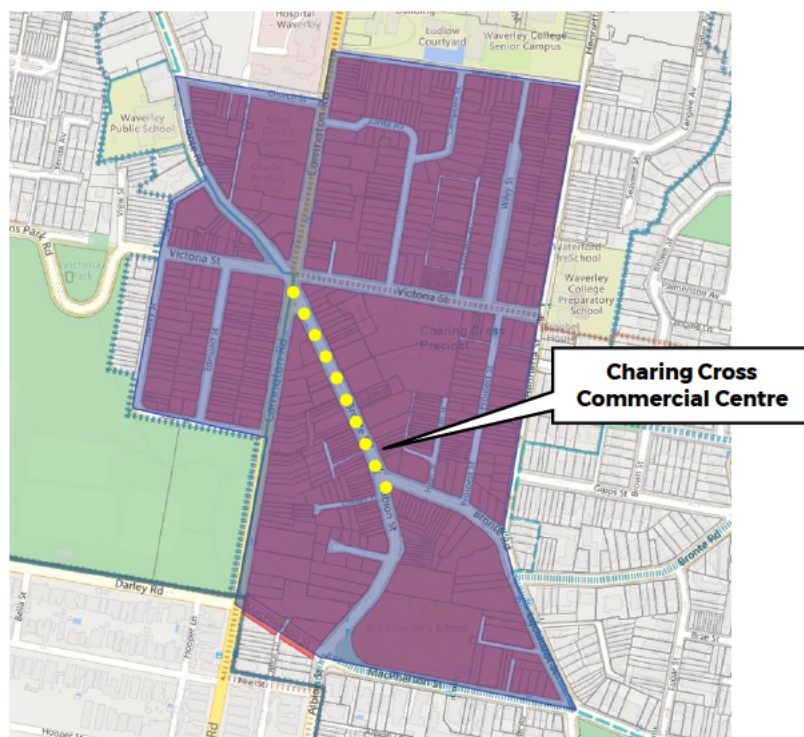
### 2.3 Consultation during REF Exhibition: November 2023

The REF and supporting Concept Design Plans for the Charing Cross Streetscape Upgrade Project were placed on public exhibition between Thursday, 2 November 2023 and Friday, 29 November 2023 (28 days total). The REF was exhibited on Waverley Council's website and made available for download via the link: [https://www.waverley.nsw.gov.au/building/major\\_projects/streets\\_and\\_public\\_places/charing\\_cross\\_streetscape\\_upgrade](https://www.waverley.nsw.gov.au/building/major_projects/streets_and_public_places/charing_cross_streetscape_upgrade). As part of the exhibition period, the following engagement activities were undertaken by Council, as summarised in **Table 1**.

**Table 1: Engagement Methods during REF Exhibition**

Method	Overview	Date	Submissions
'Have Your Say' Website	Council dedicated a 'Have Your Say' page to the Charing Cross Streetscape Upgrade Project on their website: <a href="https://haveyoursay.waverley.nsw.gov.au/Charingcross">https://haveyoursay.waverley.nsw.gov.au/Charingcross</a>  This page provided access to the REF and associated Concept Design Plans.	2 November 2023 – 29 November 2023	37 Submissions received via 'Have Your Say' page.

Letterbox Drop	<p>A project information sheet and project flyer were issued by Council via post to 1,238 surrounding resident and local business addresses within proximity to the project area (refer to <b>Figure 2</b>). The information sheet provided a brief overview of the proposed upgrade to the commercial precinct of Charing Cross, and the project flyer provided a QR Code directing the public to Council's 'Have Your Say' page.</p> <p>Community members were directed to make a submission through the 'Have Your Say' page. The public were also able to make a submission to Council's Major Projects Team via email: <a href="mailto:majorprojects@waverley.nsw.gov.au">majorprojects@waverley.nsw.gov.au</a></p> <p>This engagement method attributed to 37 responses received by Council through the 'Have Your Say' page, as well as the ten responses that were received via email to Council's Major Projects Team.</p>	6 November 2023	<p>10 Submissions received via email to Council's Major Projects Team*</p> <p><i>*Captures all emails received via Letterbox Drop and Business Walk Methods.</i></p>
Business Walk	<p>At the commencement of the exhibition period for the REF, Council's Project Manager (Major Projects), Nick Prell, and Council's Senior Project Manager: (Major Projects), Cameron Eccles, approached every business located along Bronte Road within the project area in person to advise of the commencement of the REF exhibition period. A project flyer was also issued with a QR Code for access to the 'Have e Your Say' page, as well as the general email to Council's Major Projects Team.</p> <p>This engagement method attributed to the total number of responses received by Council through the 'Have Your Say' page, as well as the ten responses that were received via email to Council's Major Projects Team.</p>	2 November 2023	<p>10 Submissions received via email to Council's Major Projects Team*</p> <p><i>*Captures all emails received via Letterbox Drop and Business Walk Methods.</i></p>



**Figure 2: Letterbox Drop Area (Highlighted Purple)**  
**Source: Waverley Council, 2023**

### **3 REVIEW OF SUBMISSIONS**

#### **3.1 Overview of Submissions**

Council received a total of 47 public submissions in response to the exhibition of the REF. One submission was received from community user group; BIKEast, and one submission was received on behalf of Robin Hood Hotel, located at No. 203 Bronte Road, Waverley. The remaining 45 submissions were received by individual members of the community. A Register of all submissions received is held at **Appendix A**.

Overall, 13 submissions were received in full support of the proposal, with 10 submissions in support with identification of concerns/objections. 20 submissions objected to the proposal. The remaining four submissions were neutral and provided general comments in relation to the proposed upgrade of Charing Cross.

The key issues raised in the submissions relate to:

- Traffic Movement.
- Lack of Provision for Cyclists.
- Economic Viability of Project.
- Smart Poles.
- Car Parking.
- Pedestrian Pathway.
- Landscaping.
- Heritage Conservation.
- Safety.
- Construction Impacts.

Detailed matters under each key issue is further discussed under **Section 3.2** of this report (refer to **Table 2**).

#### **3.2 Response to Feedback**

Milestone has undertaken a comprehensive review of all submissions received in relation to the public exhibition of the REF for the Charing Cross Streetscape Upgrade Project.

Each of the submissions have been examined individually to understand the key issues being raised. The key matters within each submission have been extracted and collated under each key issue identified, and detailed responses have been provided within **Table 2**. Where similar issues have been raised in different submissions, only one response has been provided. Each key issue is referenced in accordance with the associated submission within the Register held at **Appendix A**.

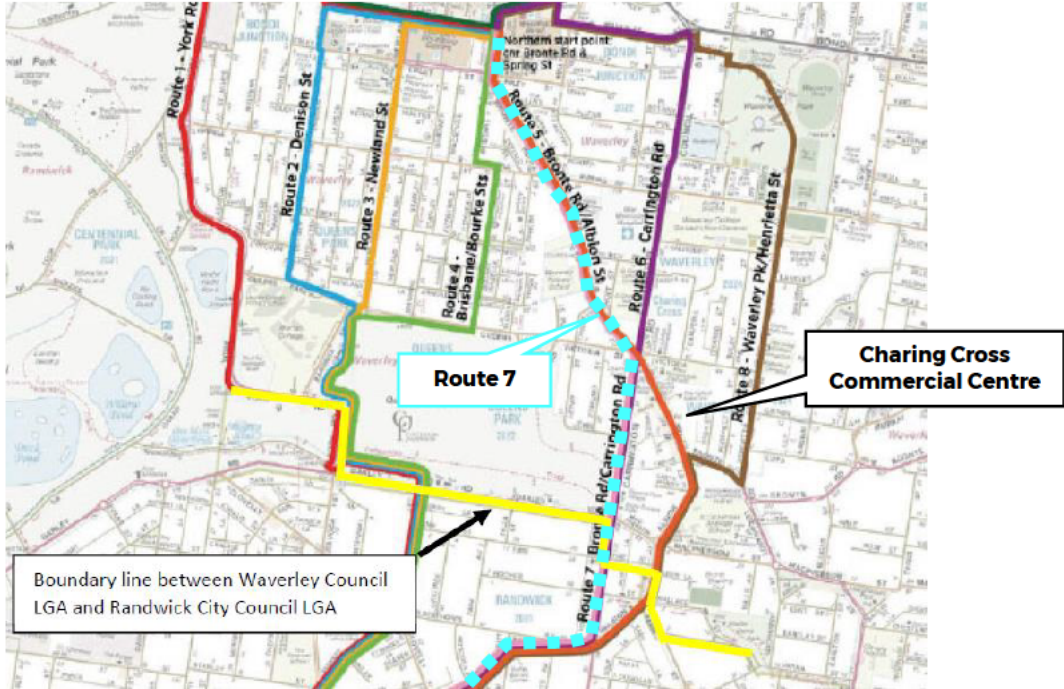
**Table 2: Detailed Responses**

<b>KEY ISSUE: TRAFFIC MOVEMENT</b>			
<b>Reference No.</b>	<b>Issue</b>	<b>Extract</b>	<b>Response</b>
B1	Reduced Speed Limit	<ol style="list-style-type: none"> <li>1. Speed limit needs to be reduced further to 30km/hr.</li> <li>2. Slowing of traffic on a busy major roadway is ill conceived.</li> <li>3. Redirection of buses to go around this section of Bronte Road (Charing Cross).</li> </ol>	<ol style="list-style-type: none"> <li>1. The proposed upgrade of Charing Cross reduces the speed limit on Bronte Road through the commercial precinct from 50km/h to 40km/h as a traffic calming measure and to increase pedestrian safety. The commercial precinct of Charing Cross is characterised by both a high volume of pedestrian and traffic movements.  Pursuant to the NSW Speed Zoning Standard prepared by TfNSW, 30km/h speed zones are recommended where there is a high volume of pedestrians and low traffic movement function, whilst 40km/h speed zones are recommended for areas comprising a mix of pedestrian and vehicular priority. On this basis, the reduced speed limit of 40km/h is appropriate for the overall pedestrian and motor traffic volumes through Charing Cross.</li> <li>2. The Charing Cross Streetscape Upgrade Traffic Study prepared by GHD dated 19 November 2020, states that the mid-block traffic count data for Bronte Road indicates the 85<sup>th</sup> percentile speeds in the southbound direction currently exceed the 50 km/h speed limit. Therefore, the reduced speed limit to 40km/h has been recommended with the implementation of a High Pedestrian Activity Area (HPAA) along Bronte Road in order to improve pedestrian access, amenity, and safety within the commercial precinct of Charing Cross. The reduced speed limit to 40km/h is a well-considered upgrade to the commercial precinct of Charing Cross and is consistent with Council's aim to prioritise pedestrian activity within the precinct.</li> <li>3. Council's <i>People, Movement, and Places</i> (2017) undertakes a review of commercial precinct of Charing Cross and concludes that much of the general traffic travelling southbound along Bronte Road could be more appropriately directed to Carrington Road, which is the regional arterial road connecting directly to Syd Einfeld Drive. This does not form part of the scope for the Charing Cross Streetscape Upgrade, however, is identified as a 'Medium Term' opportunity within Council's <i>People, Movement, and Places</i>.</li> </ol>
B2	Road Narrowing	<ol style="list-style-type: none"> <li>1. Narrowing of lanes on a busy public and private transport route is ill conceived.</li> <li>2. Narrowing of the roadway will only make kerb side parking more difficult.</li> <li>3. Worsened bike safety in narrower vehicle lanes.</li> </ol>	<ol style="list-style-type: none"> <li>1. The proposal reduces the width of the traffic lanes on Bronte Road from 4m to 3.2m to accommodate the widened footpaths on either side of the road through the commercial precinct of Charing Cross. The proposed lane widths meet the minimum lane width requirements for public transport within signposted speed zones up to and including 50km/h (being 3.2m) pursuant to the Road and Street Design Parameters and Elements dated 8 August 2023, prepared by the NSW Government (Movement and Place). Therefore, the proposed traffic lane widths comply with the minimum requirement set by the NSW Government and are appropriate for both private and public transport travel within Charing Cross.</li> <li>2. The proposed traffic lanes meet the minimum road width requirements (as stated in No. 1 above). Further, the existing width of the parking lanes (being 2.4m) will be maintained as part of the upgrade works. Therefore, kerbside parking is not considered to be impacted by the proposal.</li> <li>3. As discussed, the proposed lane widths meet the minimum requirements for roads within signposted speed zones up to and including 50km/h. The implementation of a HPAA and reduced speed limit of 40km/h along Bronte Road provides increased safety for vulnerable road users, including cyclists within Charing Cross.</li> </ol>



B3	Impact of raised Mid-Block Crossing	<ol style="list-style-type: none"> <li>1. Additional pedestrian crossing in this shopping strip is ill conceived and will be a hinderance on traffic.</li> <li>2. Question of the need for an additional crossing. Existing crossings should just be relocated to more safer locations on Bronte Road.</li> </ol>	<ol style="list-style-type: none"> <li>1. The proposed upgrade will introduce two new raised pedestrian crossings along Bronte Road, intended to provide traffic calming measures and give greater priority and profile to pedestrians within the commercial precinct of Charing Cross, which is one of the core aims and priorities of the proposed upgrade works. This design approach is consistent with the Safe System under Council's <i>People, Movement, and Places</i>, which includes provisions for safer road design that encourages drivers to travel at safer speeds.</li> <li>2. The Charing Cross Streetscape Upgrade Project is largely aimed at improving amenity, safety and connectivity for pedestrians travelling along Bronte Road and at the intersection of Bronte Road, Carrington Road, and Victoria Street. The Traffic and Parking Assessment prepared by EP dated 25 October 2023 concludes that the introduction of the raised pedestrian crossings, including the mid-block crossing across Bronte Road and the additional pedestrian crossings provided at the junction of Bronte Road and Albion Street, will significantly improve pedestrian connectivity between both sides of Bronte Road and therefore, will promote pedestrian safety and amenity throughout the commercial precinct of Charing Cross, which is one of the core aims of the proposal. The Traffic and Parking Assessment also supports the location of the proposed crossings within Charing Cross.</li> </ol>
B4	Making Charing Cross a one-way street	<ol style="list-style-type: none"> <li>1. Make Charing Cross a one-way loop around Carrington Road to increase the potential for outdoor dining and increased parking and bus stop space.</li> </ol>	<ol style="list-style-type: none"> <li>1. The proposed upgrade works increase the widths of the pedestrian footpaths on either side of Bronte Road from 2.6m to 3.4m to allow for enhanced pedestrian amenity and the provision of outdoor dining space associated with food and drink premises along the Charing Cross commercial strip. Traffic lanes will continue to meet the minimum lane width requirement for private and public traffic movements pursuant to the Road and Street Design Parameters and Elements prepared by NSW Government (Movement and Place). In terms of car parking, Council is investigating the opportunity to provide additional parking spaces in the surrounding streets, as well as changing some of the shopfront parking along Bronte Road to 30-minute limited parking to allow for greater turnaround of vehicles.</li> </ol> <p>The proposed upgrade work to Charing Cross will therefore generally achieve the matters raised within this submission (Submission No. 4). The option for a one-way loop is not considered feasible to achieve the aims of the proposed upgrade and further, will also result in traffic implications on Carrington Road, which is also not feasible.</p>
B5	Removal of Slip Lane	<ol style="list-style-type: none"> <li>1. This will cause significant local traffic issues for traffic heading towards Bondi Junction as local traffic heading towards Randwick will be unable to be diverted.</li> </ol>	<ol style="list-style-type: none"> <li>1. The proposed removal of the left turn slip lane from Bronte Road (south) to Carrington Road (south) will redistribute the existing left turn movements throughout the rest of the surrounding road network. The Traffic Study prepared by GHD dated 19 November 2020 identifies the assumed paths of travel resulting from the removal of the slip lane and concludes:  <i>"This arrangement would increase the waiting area for the pedestrians at the crossings and provide opportunities to improve amenity."</i>  <i>Vehicles currently turning left from Bronte Road (southeastern approach) into Carrington Road (south) would be required to travel via Victoria Street, Edmund Street and John Street. The impacts of this traffic diversion are expected to be minimal, given the low number of vehicles that currently turning left at this location, based on the 2020 traffic count data".</i>  On this basis, it is considered that the removal of the slip lane will result in acceptable traffic impacts, whilst improving pedestrian safety and amenity, which is one of the core aims of the upgrade to Charing Cross.</li> </ol>

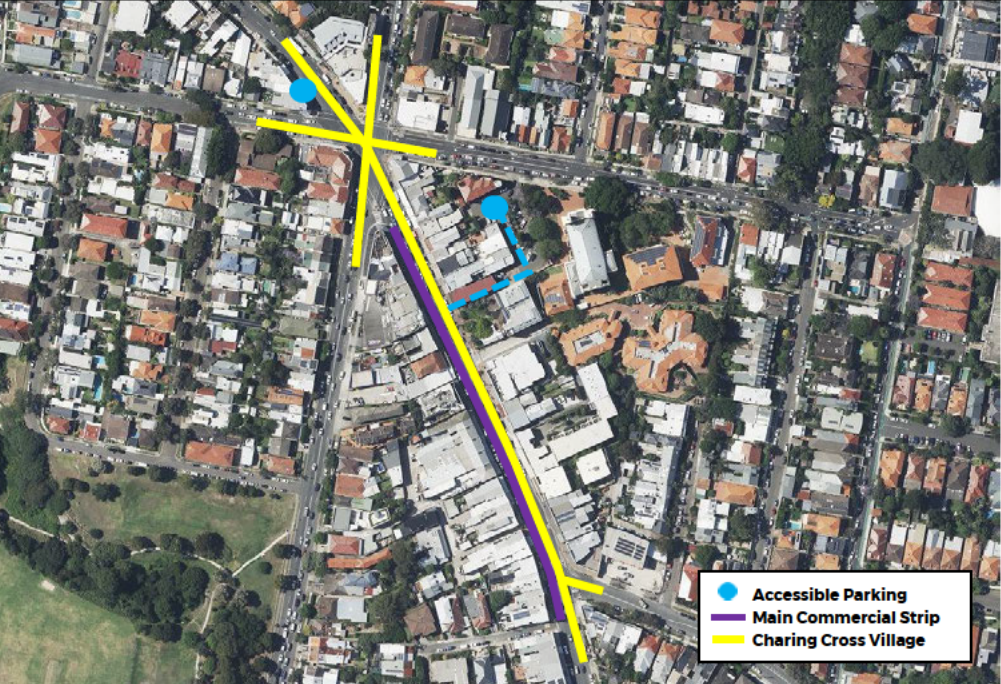


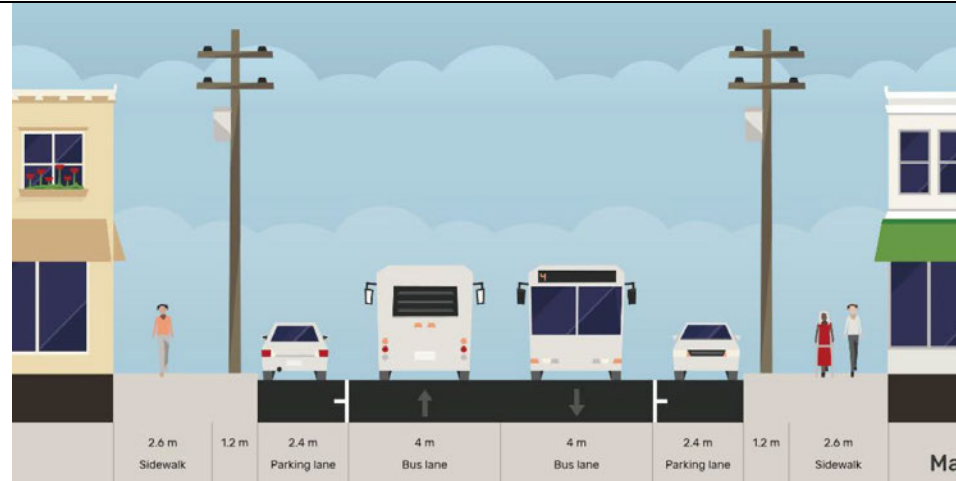
KEY ISSUE: CYCLISTS			
Reference No.	Issue	Extract	Response
B6	Lack of Provision for Cyclists	<ol style="list-style-type: none"> <li>Impacts that may prevent or make difficult the establishment of a future separated cycleway.</li> <li>Suggestion for Installation of bike hoops at a 45 degree or similar angle to the roadway to allow for better pedestrian mobility on the footpath, as opposed to perpendicular to the road/kerb and outside of bus zones.</li> </ol>	<ol style="list-style-type: none"> <li>As part of the Charing Cross Streetscape Upgrade Project, Council investigated the feasibility of a cycleway linking Bondi Junction and Randwick Junction. The Charing Cross Cycle Route Feasibility Study dated April 2020 undertook a feasibility study of eight potential cycle routes and recommended three of those routes (Routes 4, 5, and 7) for further analysis. A Cycleway Technical Assessment was later prepared by GHD, dated July 2020, and assesses the three recommended cycleway options further. This assessment investigated and compared the three route options based on their constructability, costs, and social and environmental impacts, and concluded that the provision of a cycleway through the commercial precinct of Charing Cross was not feasible as it would result in significant losses to car parking, reduce the width of footpaths, and remove opportunity for provision of new trees and landscape features.</li> </ol> <p>On this basis, the Cycleway Technical Assessment recommended Route 7 design for Council's consideration, starting at Bondi Junction and running along Bronte Road and Carrington Road to where it ends at the southeastern corner of Queens Park, removing the requirement for a cycleway along Bronte Road through the Charing Cross Precinct, whilst also connecting to existing cycleway infrastructure (refer to <b>Figure 3</b>).</p>  <p><b>Figure 3: Recommended Cycleway Route Option (Route 7)</b>  <b>Source: Cycleway Technical Assessment prepared by GHD, July 2020</b></p>

			<b>Recommendation No. 1: Milestone recommends that the final REF include further discussion on the feasibility assessment undertaken for cycleways and identify why a cycleway through the commercial precinct of Charing Cross is not feasible, as detailed in the Cycleway Technical Assessment prepared by GHD, dated July 2020.</b>
<b>KEY ISSUE: ECONOMIC VIABILITY OF PROJECT</b>			
<b>Reference No.</b>	<b>Issue</b>	<b>Extract</b>	<b>Response</b>
B7	Economic Viability of Proposal	1. There is nothing in Council's proposal which will achieve the stated claims making Charing Cross more economic, socially vibrant, safer, accessible, or sustainable.	<p>1. A comprehensive assessment of the three upgrade options for the Charing Cross Streetscape Upgrade Project presented in the REF was carried out within the Charing Cross Options Assessment Report prepared by GHD dated November 2020. This assessment was based on the ability of each option to achieve the objectives and core aims of the Charing Cross Streetscape Upgrade Project, as well as the overall cost of work and engineering assessments relating to cycleways, stormwater drainage, traffic, and geotechnical matters. It was recommended that Council proceed with further analysis to proceed with Option 3; whilst it resulted in a minor decrease in on-street parking, it met all objectives of the project by increasing space for high volumes of pedestrian activity and significantly increasing the greening throughout the precinct. Option 3 creates an improved sense of place for Charing Cross.</p> <p>All aspects of the proposal are in line with best practice and focus on improving Charing Cross to encourage street and community life and generate economic activity. Therefore, the proposal is considered to result in positive economic and social impacts for Charing Cross and economically viable.</p> <p><b>Recommendation No. 2: Milestone recommends that the final REF include clarification to support the economic and social viability of proceeding with Option 3, as identified within the Options Assessment Report prepared by GHD dated November 2020.</b></p>
<b>KEY ISSUE: SMART POLES</b>			
<b>Reference No.</b>	<b>Issue</b>	<b>Extract</b>	<b>Response</b>
B8	Smart Pole Design	1. Submission No. 2 - <i>"What is the electromagnetic radiation frequency in MHz of the Smart Poles? Has council conducted any research on the radiation levels of smart poles and health issues? I would like a response please".</i>	1. This query sits outside of the Charing Cross Streetscape Upgrade project scope and therefore has been referred to Nick Prell, Project Manager at Waverley Council, for further review and response.

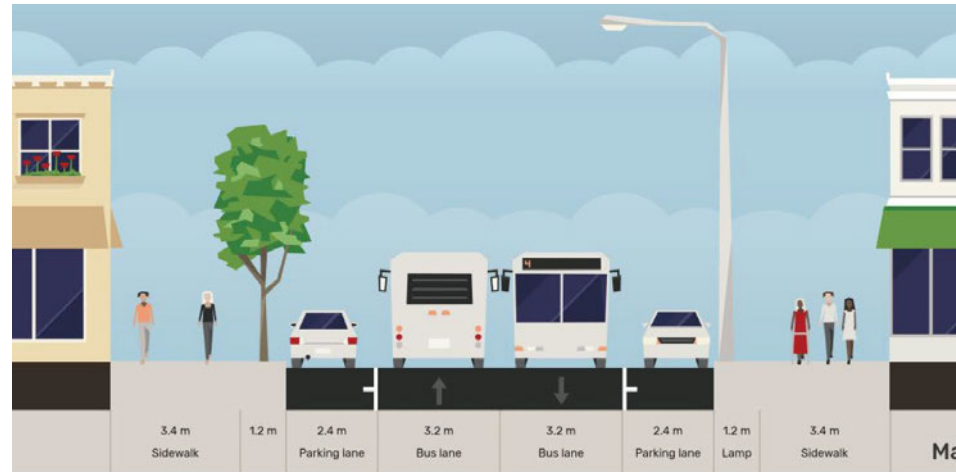
KEY ISSUE: CAR PARKING			
Reference No.	Issue	Extract	Response
B9	Reduction in Car Parking	1. If there is reduced parking, there will less patronage and all shops in Charing Cross will suffer.	<p>1. The pedestrian safety upgrades will result in the removal of six car parking spaces along Bronte Road to accommodate the two proposed raised pedestrian crossings. To ensure this does not result in adverse impact to businesses operating within Charing Cross, Council is looking at opportunities to provide additional car parking spaces along the surrounding streets to make up for this shortfall. It is also proposed to change a portion of the shopfront parking along Bronte Road to 30-minute parking to allow for greater turnaround of vehicles.</p> <p><b>Recommendation No. 3: Milestone recommends the final REF is modified as follows:</b></p> <ul style="list-style-type: none"> <li>• <b>Revise <u>Section 4: Description of Proposal</u> of the REF to clearly state the number of car spaces to be removed, as well as further discussion on the potential for changes to time limited parking along Bronte Road.</b></li> <li>• <b>Revise the Concept Design Plans (General Arrangement Plans) to identify car parking spaces to be removed.</b></li> </ul>
B10	Disabled Parking	1. Ensure the provision of disabled parking facilities.	<p>1. Two accessible car parking spaces are located within proximity to the main commercial strip of the Charing Cross Precinct, as identified in <b>Figure 4</b> and summarised below:</p> <ul style="list-style-type: none"> <li>– One space situated on Bronte Road, at the northern end of Charing Cross Village.</li> <li>– One space within the Mary Immaculate Catholic Church Carpark, east of Bronte Road and accessible via a pedestrian walkway connecting the Church site to Bronte Road.</li> </ul> <p>Accessible parking must be appropriately designed and located to properly accommodate those with a disability within close proximity to services. The accessible parking space located at the northern end of Charing Cross requires the crossing of two signalised intersections (Victoria Road/Bronte Road and Carrington Road/Bronte Road) to access the primary commercial strip along Bronte Road. Further, the second accessible parking space within the Church carpark is approximately 100m walk from Bronte Road via an isolated passageway.</p> <p><b>Recommendation No. 4: Milestone recommends the final REF is modified as follows:</b></p> <ul style="list-style-type: none"> <li>• <b>Include at least one accessible parking space along Bronte Road within the primary commercial strip of Charing Cross, between its intersection with Albion Street and Victoria Street/Carrington Road. This will ensure that conveniently located accessible parking is provided within the middle and southern sections of Charing Cross Centre.</b></li> <li>• <b>Revise the Concept Design Plans (General Arrangement Plans) to identify existing and proposed accessible parking spaces.</b></li> </ul>



			 <p><b>Figure 4: Existing Accessible Parking Spaces (Identified in Blue)</b> Source: SIX Maps, 2023</p>
B11	Loading Zones	<ol style="list-style-type: none"> <li>1. Suggestion to include kerb transitions to a 3m lane widths where loading zones are placed to ensure larger vehicles do not encroach onto traffic lanes.</li> <li>2. Question where existing loading zone outside of the Legion Club will be located.</li> </ol>	<ol style="list-style-type: none"> <li>1. The proposal maintains the existing 2.4m width of the parking lanes on either side of Bronte Road (refer to <b>Figures 5 and 6</b>), which includes loading zones. Therefore, there will be no increased risk of parked vehicles in loading zones encroaching onto traffic lanes along Bronte Road when compared to the existing loading zones available within Charing Cross.</li> </ol>



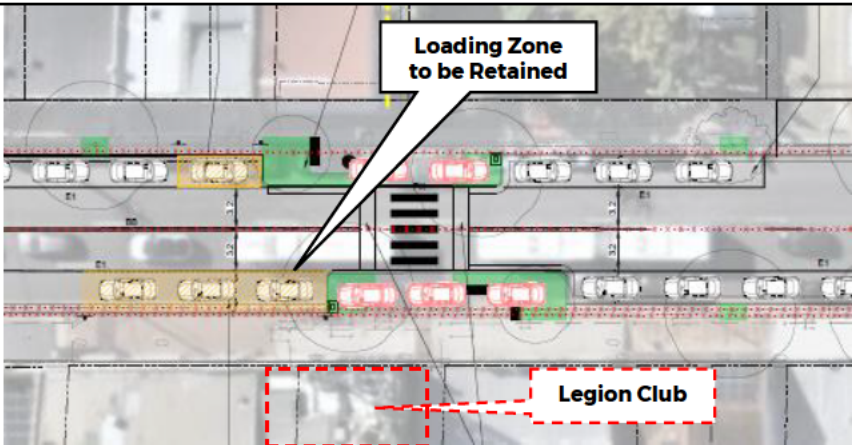
**Figure 5: Existing Bronte Road Section**  
Source: Waverley Council, 2023





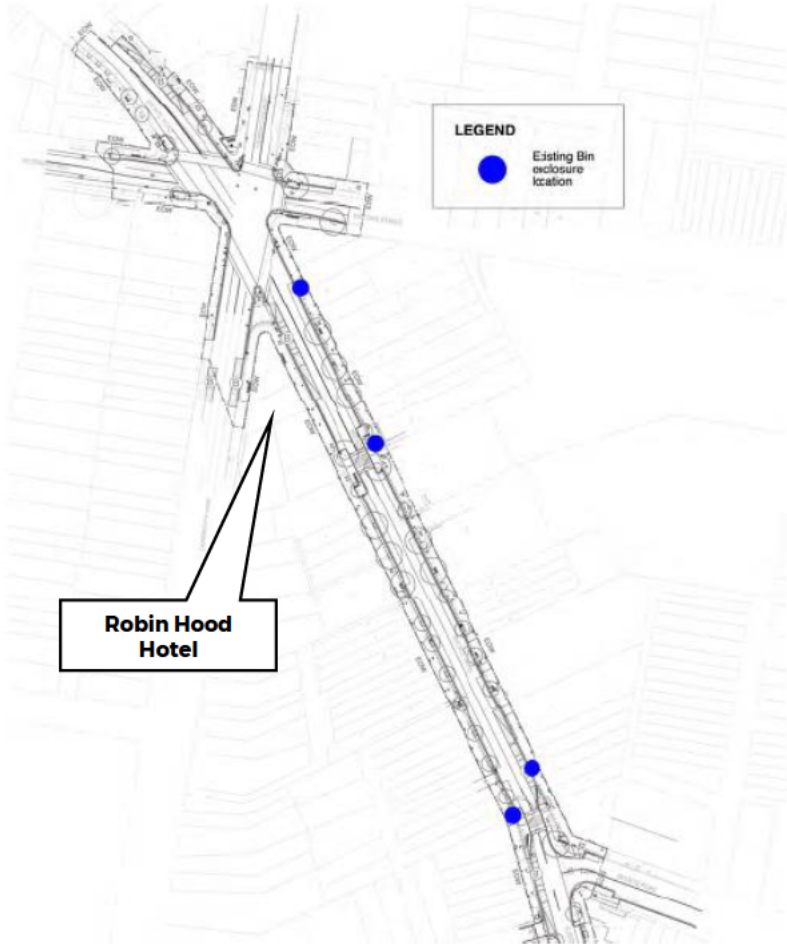
**Figure 6: Proposed Bronte Road Section**  
Source: Waverley Council, 2023

2. The existing loading zone located on the western side of Bronte Road adjacent to No. 213 Bronte Road, will be retained as part of the proposed upgrade works (refer to **Figure 7**).



			 <p><b>Figure 7: Existing Loading Zone to be Retained</b> Source: Waverley Council, 2023</p> <p><b>Recommendation No. 5:</b> Milestone recommends all loading zones along Bronte Road within the commercial precinct of Charing Cross are identified on the Concept Design Plans (General Arrangement Plans), so that it is clear for all businesses where loading facilities will be placed along Bronte Road as part of the upgrade.</p>
<b>KEY ISSUE: PEDESTRIAN PATHWAY</b>			
<b>Reference No.</b>	<b>Issue</b>	<b>Extract</b>	<b>Response</b>
B12	Choice of pavement	<p>1. It is not clear what paver has been chosen for the footpath.</p>	<p>1. Two pavement options are being considered by Council for the Charing Cross Streetscape Upgrade Project, which include:</p> <ul style="list-style-type: none"> <li>- Brick Banding with Honed Concrete (refer to <b>Figure 8</b>).</li> <li>- Brick Banding with Asphalt (refer to <b>Figure 9</b>).</li> </ul> <p>During preliminary electrical works, both options will be tested for the Project Control Group (PCG) to determine which will proceed.</p>

			 <p><b>Figure 8: Brick and Honed Concrete Option</b> Source: Waverley Council Pavement Option Sample, 2023</p>	 <p><b>Figure 9: Brick and Asphalt Option</b> Source: Waverley Council Pavement Option Sample, 2023</p>
B13	Street Furniture	<ol style="list-style-type: none"> <li>1. Bronte Road not suitable for alfresco dining and footpath is rarely busy to support the need.</li> <li>2. The proposed location of the bins outside of the Robin Hood Hotel on Bronte Road and Carrington Street should be removed; they are unsightly, will become dirty, and unnecessary.</li> </ol>	<ol style="list-style-type: none"> <li>1. A number of existing food and drink premises currently operate along Bronte Road within the commercial strip of Charing Cross. Council's <i>Our Liveable Places Centres Strategy 2020-2036</i>, notes that although Charing Cross is popular and active, there is little amenity for people using public space in the centre, with little shade and no defined seating or gathering areas outside cafés or restaurants. The proposed Charing Cross Streetscape Upgrade Project seeks to widen pedestrian pathways on either side of Bronte Road to allow for greater provision of outdoor dining areas, which will create a greater sense of place and enhanced overall amenity for the precinct.</li> <li>2. There are currently four existing bin enclosures located along Bronte Road within the commercial strip of Charing Cross. Three bin enclosures are evenly distributed along on the eastern side of Bronte Road, and the fourth bin enclosure is located on the western side of Bronte Road at the southern end (refer to <b>Figure 10</b>).</li> </ol> <p>The proposed upgrade works seek to provide improved waste management within Charing Cross. Therefore, the provision of new bin enclosures on the western side of Bronte Road at the northern end of the commercial strip are a necessary upgrade to Charing Cross, as they are currently not provided. All bin enclosures will be regularly maintained in accordance with Council's existing waste management procedures.</p>	

			 <p><b>LEGEND</b> Existing Bin enclosure location</p> <p><b>Robin Hood Hotel</b></p> <p><b>Figure 10: Existing Bin Enclosure Locations</b> Source: REF (Section 6.8.4.2) dated 26 October 2023</p>
B14	Aboveground Electricity Boxes	<p>1. Requested that green electricity boxes (if planned to be installed) are not located within 5m of the entry doors of Robin Hood Hotel.</p>	<p>1. The Concept Design Plans do not indicate the placement of any green electricity boxes within 5m of the entry doors of the Robin Hood Hotel.</p> <p><b>Recommendation No. 6: Milestone recommends the final Design Concept Plans identify the location of any green electrical boxes associated with underground wiring and 'smart poles' so that it is clear for all businesses within the project area.</b></p>

KEY ISSUE: LANDSCAPING			
Reference No.	Issue	Extract	Response
B15	Landscaping	<ol style="list-style-type: none"> <li>1. Charing Cross has no place for trees and the leaves and foliage will only hinder the heritage nature of this precinct.</li> <li>2. Requested that all street trees and planter boxes are not located within 5m of the entry doors of Robin Hood Hotel.</li> <li>3. It is requested the proposed '<i>Corymbia citriodora Scentuous</i>' street tree on the eastern side of Bronte Road in proximity to Entrance A of the Robin Hood Hotel (as identified within Submission No. 9) be deleted.</li> <li>4. Indigenous trees be planted that are both attractive, shade bearing and allow views to the shops.</li> </ol>	<ol style="list-style-type: none"> <li>1. The new landscaping elements proposed within the project area have been considered within the heritage assessment provided within the Statement of Heritage Impact (SoHI) prepared by Artefact, dated 29 September 2023. The assessment considers the tree species for the proposed upgrades and concludes they are heritage sympathetic. Recommendations are provided under Section 9.0 of the SoHI to mitigate potential involuntary impacts, including the possibility that trees might grow to obscure views of the heritage buildings over time, so that these significant view lines may be retained. These recommendations will be considered within the final concept design of the proposed upgrades.</li> <li>2. No planter boxes or trees within 5m of access doors to the Robin Hood Hotel are identified within the General Arrangement Plan - Area 2 prepared by Environmental Partnership (EP) (Drawing No. 3870.GA.02, dated October 2023).</li> <li>3. Section 2.1 of Submission No. 9 (Robin Hood Hotel) refers to a proposed '<i>Corymbia citriodora Scenuous</i>' street tree identified within General Arrangement Plan - Area 1 prepared by EP (Drawing No. 3870.GA.01, dated October 2023), stating it is adjacent to existing doors of the Robin Hood Hotel. Milestone notes that this tree is located on the eastern side of Bronte Road adjacent to No. 234 Bronte Road and not the Robin Hood Hotel. Proposed upgrade works on Bronte Road adjacent to the Robin Hood Hotel are identified on General Arrangement Plan - Area 2 prepared by Environmental Partnership (EP) (Drawing No. 3870.GA.02, dated October 2023).</li> <li>4. Native Australians trees including '<i>Corymbia citriodora Scentuous</i>' and '<i>brachychiton acerifolius</i>' will predominantly be used for the proposed upgrade works within Charing Cross and will provide sufficient shading along Bronte Road.</li> </ol>
KEY ISSUE: HERITAGE CONSERVATION			
Reference No.	Issue	Extract	Response
B16	Heritage Conservation	<ol style="list-style-type: none"> <li>1. Impact on heritage conservation area - lack of heritage consideration.</li> </ol>	<ol style="list-style-type: none"> <li>1. The SoHI prepared by Artefact, dated 29 September 2023, provides an assessment of the proposed streetscape upgrade works and concludes that the proposed elements to be removed from the project area are generally modern elements such as concrete paving and overhead wiring which have no heritage significance and are intrusive to the HCA. No elements of recognised heritage significance are considered to be impacted by the proposed works.</li> </ol> <p>The proposal is assessed as having no adverse physical impacts on the Charing Cross HCA, nor on the nine heritage places and 25 contributory places adjoining the study area nor on the five heritage items located nearby. Overall, the proposed replacement of modern fabric and removal of overhead wiring is considered to be a positive and sympathetic enhancement of the streetscape, retaining the village atmosphere through upgrades to street furniture, paving and infrastructure within the area.</p>



KEY ISSUE: SAFETY			
Reference No.	Issue	Extract	Response
B17	Fauna Crossing	1. Need for fauna crossings for Ringtail Possums to allow for street crossing in place of overhead powerlines.	<p>1. The provision of fauna crossings in place of overhead powerlines to allow for the safe crossing of possums above Bronte Road should be a design consideration of Council.</p> <p><b>Recommendation No. 7: Milestone recommends that Council's Landscape and Infrastructure Team further investigate the feasibility to include a Fauna Crossing across Bronte Road.</b></p>
B18	Safety Crossings of	1. Safety of children waiting on the corners of the Bronte Road and Carrington Road intersection needs to be considered.	<p>1. The proposed Charing Cross Streetscape Upgrade Project seeks to provide greater priority and profile to pedestrians within the Charing Cross Precinct. The following has been proposed in order to facilitate this core objective:</p> <ul style="list-style-type: none"> <li>– The implementation of a HPAA along Bronte Road and reduced speed limit from 50km/h to 40km/h in order to improve pedestrian access and amenity along Bronte Road.</li> <li>– Removal of the slip lane from Bronte Road to Carrington Road to increase the waiting area for the pedestrians at the crossings and provide opportunities to improve amenity.</li> <li>– The introduction of two raised pedestrian crossings along Bronte Road will provide traffic calming measures and give greater priority and profile to pedestrians within the Charing Cross Precinct.</li> </ul>
KEY ISSUE: CONSTRUCTION WORKS			
Reference No.	Issue	Extract	Response
B19	Disruption of Businesses and Shops.	1. This will cause so much disruption to the businesses and shops already struggling.	1. Council's required construction approach for the main public domain works will be that the works are carried in physical zones that focusses on the general completion of a section of street so that disturbance to any given shop frontage is not drawn out over a longer time frame. Access will generally be maintained (including through temporary measures as required) to residences and businesses during the works through coordination with the head contractor and in accordance with an approved Construction Environmental Management Plan (CEMP).
B20	Drainage of Robin Hood Hotel	1. During Construction it is critical that downpipes of the Robin Hood Hotel remain intact and unimpeded. If they are blocked, there is a risk to flooding the roof, walls, and floors of the Robin Hood Hotel	1. The approved CEMP will ensure the protection of existing services and utilities connected to commercial premises along Bronte Road.



## 4 CONCLUSION

Milestone has undertaken a comprehensive review of all public submissions received over the exhibition period of the Review of Environmental Factors dated 26 October 2023 and associated Concept Design Plans dated October 2023, relating to the Charing Cross Streetscape Upgrade Project. A detailed response to all issues identified within the submissions has been provided within this Submissions Report at **Table 2**, as well as recommendations for Council's consideration.

Milestone provides the following recommendations for the consideration of Council in the finalisation of the Review of Environmental Factors and Concept Design Plans:

1. The final REF include further discussion on the feasibility assessment undertaken for cycleways and identify why a cycleway through the commercial precinct of Charing Cross is not feasible, as detailed in the Cycleway Technical Assessment prepared by GHD, dated July 2020.
2. The final REF include clarification to support the economic and social viability of proceeding with Option 3, as identified within the Options Assessment Report prepared by GHD dated November 2020.
3. The REF is modified as follows:
  - Revise Section 4: Description of Proposal of the REF to clearly state the number of car spaces to be removed, as well as further discussion on the potential for changes to time limited parking along Bronte Road.
  - Revise the Concept Design Plans (General Arrangement Plans) to Identify car parking spaces to be removed.
4. The REF is modified as follows:
  - Include at least one accessible parking space along Bronte Road within the primary commercial strip of Charing Cross, between its intersection with Albion Street and Victoria Street/Carrington Road. This will ensure that conveniently located accessible parking is provided within the middle and southern sections of Charing Cross Centre.
  - Revise the Concept Design Plans (General Arrangement Plans) to identify existing and proposed accessible parking spaces.
5. All loading zones along Bronte Road within the commercial precinct of Charing Cross are identified on the Concept Design Plans (General Arrangement Plans), so that it is clear for all businesses where loading facilities will be placed along Bronte Road as part of the upgrade.
6. The final Design Concept Plans identify the location of any green electrical boxes associated with underground wiring and 'smart poles' so that it is clear for all businesses within the project area.
7. Council's Landscape and Infrastructure Team further investigate the feasibility to include a Fauna Crossing across Bronte Road.

The query identified in Submission No. 2 relating to the frequency output of the proposed 'smart poles' sits outside of the Charing Cross Streetscape Upgrade Project scope and therefore has been referred to Nick Prell, Council's Project Manager (Major Projects), for further review and direct response to submitter.

### **MILESTONE (AUST) PTY LIMITED**

## **Appendices**

### **APPENDIX A. REGISTER OF SUBMISSIONS**

# Appendix A - Submissions Register

Ref	Group	Name	Method of Submission	Section where issue is Addressed
1			Longform (Email)	B1, B2, B5, B6
2			Longform (Email)	B7, B8, B9, B14, B16, B19
3			Longform (Email)	B1, B3, B6, B11
4			Longform (Email)	B4
5			Longform (Email)	B1, B6, B6, B12
6			Longform (Email)	B1, B2, B3, B16
7			Longform (Email)	B2, B7, B9, B13, B16
8			Longform (Email)	B2, B3, B9, B13, B16
9			Longform (Email)	B5, B13, B14, B15,
10			Longform (Email)	B1, B2, B3, B9
11	Unknown	Anonymous	Have Your Say	B17
12	Unknown	Anonymous	Have Your Say	B18
13	Unknown	Anonymous	Have Your Say	General Statement of Support
14	Unknown	Anonymous	Have Your Say	B10
15	Unknown	Anonymous	Have Your Say	General Statement of Support
16	Unknown	Anonymous	Have Your Say	B3
17	Unknown	Anonymous	Have Your Say	General Statement of Support
18	Unknown	Anonymous	Have Your Say	B9, B5
19	Unknown	Anonymous	Have Your Say	General Statement of Support
20	Unknown	Anonymous	Have Your Say	General Statement of Support
21	Unknown	Anonymous	Have Your Say	General Statement of Support
22	Unknown	Anonymous	Have Your Say	B2, B3
23	Unknown	Anonymous	Have Your Say	General Statement of Support
24	Unknown	Anonymous	Have Your Say	B3
25	Unknown	Anonymous	Have Your Say	B3
26	Unknown	Anonymous	Have Your Say	B3
27	Unknown	Anonymous	Have Your Say	B2, B3, B9
28	Unknown	Anonymous	Have Your Say	B1, B3
29	Unknown	Anonymous	Have Your Say	B2, B3, B9
30	Unknown	Anonymous	Have Your Say	B6, B9
31	Unknown	Anonymous	Have Your Say	B1, B2, B4, B6
32	Unknown	Anonymous	Have Your Say	B13
33	Unknown	Anonymous	Have Your Say	B6, B7
34	Unknown	Anonymous	Have Your Say	B2, B9, B9, B19
35	Unknown	Anonymous	Have Your Say	B2
36	Unknown	Anonymous	Have Your Say	B6
37	Unknown	Anonymous	Have Your Say	B6
38	Unknown	Anonymous	Have Your Say	B8
39	Unknown	Anonymous	Have Your Say	B15

40	Unknown	Anonymous	Have Your Say	B1
41	Unknown	Anonymous	Have Your Say	B2, B3, B16
42	Unknown	Anonymous	Have Your Say	B6
43	Unknown	Anonymous	Have Your Say	B13
44	Unknown	Anonymous	Have Your Say	B10, B14, B19
45	Unknown	Anonymous	Have Your Say	B3, B2
46	Unknown	Anonymous	Have Your Say	B2, B13, B16
47	Unknown	Anonymous	Have Your Say	B2, B15