

COMMUNICATIONS

Community Consultation Report

Randwick Junction Planning Strategy

09 December 2020

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1. Summary

Randwick City Council has developed a draft Planning Strategy for the Randwick Junction Town Centre. The draft strategy sets out the vision and actions to guide the sustainable growth and physical development of the town centre over the next 15 years.

The following report outlines the consultation program undertaken to consult with the community to gather feedback on the planning strategy.

The consultation was promoted using digital marketing and social media, letter to residents, footpath decals around the town centre, and information sessions at the Margaret Martin Library.

The Your Say Randwick webpage had over 1934 unique visits, 995 downloads of the Planning Strategy, and 81 submissions. A further XX submissions were received via email

[NEXT STEPS?](#)

2. Community engagement strategy

2.1. Background and objectives

Randwick City Council has developed a draft Planning Strategy for the Randwick Junction Town Centre. The draft strategy sets out the vision and actions to guide the sustainable growth and physical development of the town centre over the next 15 years.

It identifies public benefits including improvements to the town centre's public domain and public spaces, promotes key laneway activation, and identifies sustainable strategies for environmental conservation and best practice architectural design.

The draft Strategy also outlines a plan to guide future development and encourage renewal of existing sites and to meet future demand for commercial and retail floor space for expanding health and education services.

Between 2016 and 2019, Randwick Council consulted with residents, shoppers, and property owners to get ideas to improve the town centre and develop the planning strategy.

A community consultation program was undertaken to publicly exhibit the draft Randwick Junction Planning Strategy and gather feedback from the community.

2.2. Consultation period

The consultation was open for 28 days from 11 November to 8 December 2020.

The project was assessed as having a high-level local area impact.

The community were asked to read the planning strategy and share their thoughts by making a submission.

2.3. Consultation activities

Community engagement activities undertaken:

- Dedicated consultation website to read the draft strategy and make a submission
- Letter and information booklet to all households around Randwick Junction
- Email to Your Say subscribers (5836 recipients): 11 November 2020
- Randwick News (weekly email): 11 November 2020
- Facebook posts: 21 November (2127 people reached and 161 engagements)
1 December (8988 people reached and 1380 engagements) and 2 December (1466 people reached and 5 engagements)
- Footpath decals around Randwick Junction Town Centre
- Drop-in information sessions at the Margaret Martin Library: 1 and 4 December 2020
- Presentation to the Randwick Precinct meeting: 2 December 2020
- Listing on Randwick City Council's *Current Consultations* webpage
- Video on Facebook
- Email to all precincts
- Councillor notification.

3. Consultation outcomes

3.1. Your Say Randwick website

A dedicated Your Say Randwick website was created to exhibit the planning strategy and gather feedback from the community www.yoursay.randwick.nsw.gov.au/randwickjunctionstrategy

The website was open for 28 days from 11 November to 8 December 2020.

During this time, the site experienced the following:

- 1934 visits to the YourSay Randwick webpage
- 81 submissions
- 995 document downloads

3.2. Submissions

	Submission
1	<p>more high rise. using the under achieving light rail as an excuse for more high rise. i used to think that randwick council looked after it's ratepayers. now, i think it is looking more and more like bayside council. bayside council who have given us the 'eastgardens' future slum. sad and predictable.</p>
2	<p>Re: the proposed Waratah Ave Plaza, you could do more to improve the amenity and appearance...more plantings, a softer scape ie more use of timber rather than concrete an if I could suggest, an impressive water feature/fountain. Have attached an inspiration photo (Apple store Milan). Would also suggest the Planning team think about how to minimise the incidence of skateboarders or derelicts using the space/ramp especially after hours. Having the pathway interspersed by plants/irregular sized steps may help.</p>
3	<p>With regard to making the area more walkable... We live on the Coogee side of Avoca St, and walk up Milford St to the shops. There is no pedestrian crossing or lights to assist crossing Avoca St adjacent to the mall. It is quite a dangerous dash across 4 lanes, hoping that an unseen car doesn't come round from Short St in the meantime. I am particularly worried about older, slower pedestrians who I regularly see attempt this crossing. Also, school children coming through the mall from the bus stops who have less road experience. Yes, there is a crossing near the church, but the reality is that people don't go down there, cross, then walk back up the shops - the natural behaviour is to cross AT the shops, and this behaviour must be recognised and accounted for, especially with the suggestion that the mall should have an improved presentation to Avoca St.</p>
4	<p>One idea would be to put a car park under Alison Park (with the park mostly preserved above it) and to remove all street parking from Belmore Rd. Then increase the pedestrian area by one lane on each side (currently used for parking) adding trees, street art, chairs etc and only allow slow buses and bikes to use this section of Belmore rd. This will dramatically improve the appearance and amenity of Randwick Junction.</p>

	Submission
5	<p>The focus on creating better spaces for pedestrians is great. However, there are great points that are brought up - separated cyclways, more pedestrian space - that I couldn't see given concrete solutions.</p> <p>For example, I think wider footpaths are definitely required. The planning document stated that an overwhelming number of people at Randwick Junction arrived via walking so removing a lane of parking to widen footpaths and add in a two-way separated cycleway seems like a smart move. My partner and I, when walking to get groceries, often couldn't walk side by side and chat because of limited footpath space. The wider the footpaths, the more outdoor seating cafes can have as well.</p> <p>Additionally, Short Street is dangerous and unwelcoming for pedestrians to cross. It is too wide and has no zebra crossing. It should have a zebra crossing on each end and a tactile surface such as tiles with a 25km/h or 10km/h shared zone designation, and be level with the footpath.</p> <p>Surprisingly, something that wasn't mentioned was the messy intersection where Avoca, Belmore, and High Street meet. It's difficult and dangerous to cross Belmore road between the park and the east side of Avoca street. It's also inconvenient to cross from the east side of Avoca Street to the east side of Belmore Road due to a lack of pedestrian crossing.</p> <p>The mention of the importance of cycleways without a concrete plan around them also needs to be addressed. Arthur Street could provide a good link between the Wansey Road shared path and Belmore Road. The network could further be strengthened by extending the Alison Road shared path to the north end of Belmore Road to meet with potential cycling infrastructure on Belmore Road.</p>
6	<p>Randwick junction would benefit from a modern mall such as in Bondi junction. Royal shopping centre is old fashioned and need a solid revamp. Would love to see more commerce and cafe on short street and would prefer to have it close to cars. A safe pathway to the shopping centre from milfront st is urgent! Shops should encourage healthy lifestyle (cafe, food, library instead of a massive TAB)</p>
7	<p>I've read through and it's definitely an improvement but I was really hoping for more. Randwick is a fantastic hub by it really is the poor cousin when surrounded by the spot, Coogee beach and the new development at Newmarket. This is really underwhelming proposal. I would like to have seen more sustainability improvements, as well as significant improvements to Randwick Plaza and Royal Randwick shopping center, improved library and massive upgrades to belmore road</p>
8	<p>Any opportunity for increased density and development needs to ensure appropriate allocation of parking - especially if parking is removed from additional developments or widening of footpaths.</p> <p>Most people are using Randwick Junction for shopping and thus will use their car for transport. I like the idea of activating more public spaces that anyone can use, not just realising space for developers.</p> <p>The traffic congestion as a result of the light needs to be re looked at.</p>

	Submission
9	<p>I agree with the RCC strategy overall and strongly agree with one suggestion of removing visual clutter. Retail signage should be controlled to be minimal and facades/colours of non- heritage buildings should comply to some sort of harmonious colour scape. Why not ban billboard advertising- visually offensive overall.</p> <p>This would add some sophistication to what is now very much a "hit and mismatch" appearance. A similar approach could smarten up Coogee village also.</p> <p>Many US and European cities and villages have such controls.....plenty of examples around. Well worth the effort!</p>
10	<p>I am seriously opposed to the planned high rise developments in Randwick - especially the proposed 10 stories above where Coles is and the proposed 6 stories above Royal Randwick centre. High rise will ruin the whole village feel of Randwick, cast shadow and create even more congestion in an area already overcrowded!!! Wasn't the point of the light rail to be able to transport people to the area, so why is high rise necessary?! These planned high rise developments are such a terrible idea!!! Don't let them go ahead!!!!!! They are a really really bad idea!!!!!!</p>
11	<p>The High Street block development is a concern as it could block my apartment windows from natural light and views. The whole residential complex on 65 Belmore Road would be affected.</p>
12	<p>The 3-4 storey height building's proposed for the NE Block would potentially block the existing panoramic views from my home unit on the top level of 9/3 Silver Street. Is there any way to ameliorate this negative consequence by considering inclusion of the Silver Street home units (backing Elizabeth Lane) in the rezoning such that units could be up to 6 storeys and include affordable housing?</p>
13	<p>I love the idea of activating Arthur Street. This could be a really interesting space.</p> <p>I think strategy could be more bold in catering to cyclists. It acknowledges that 34000 people live within a 10 minute cycle. Cyclists often use the footpath on Belmore Road and Avoca Street because they don't feel safe enough to cycle on the road. Can the plan consider removing on-street parking on either Avoca or Belmore and converting this a cycle path? There is a lot of parking in the off street car parks at Randwick Plaza and Royal Randwick Shopping Centre.</p>
14	<p>I would be most concerned about traffic flow and the ability to access the Junction safely. I would like to see the plans addressing the flow and accessibility prior to any development taking place.</p>

	Submission
15	<p>It is important for Randwick Junction to be a place and not just a space. The upgrades to the footpath have ignored the crucial step in providing greenery and seating to visitors of Randwick junction. By simply laying down paving and not providing any changes to the existing design, council missed out on an opportunity to provide visitors to the area space to relax. If there is visitor passive recreation like widened footpaths and shaded seating, businesses will boom. Currently Belmore road has been designed and looks like a civic highway and this is why road users treat it this way - speeding and the like. It needs to be creating a village feel. This way road users will have visual indicators to treat the space as a pedestrian friendly zone - simple. If the idea is to increase the commercial floor space then equal amount of thought needs to be put into how to create Belmore road to be more pedestrian friendly - as more commercial space means more people. This can be achieved but widening footpaths, putting in trees/ planting (please green it up!!) and speed bumps. This in hand will encourage people to use the area at night time, providing a better nighttime economy... the design for Waratah Avenue plaza needs to be more thought out - timber decking under two giant fig trees with be destroyed in months from all the droppings - this design needs more thought. It Regards to building heights, shadow diagrams will be needed to show exactly what will be happening to the rest of the space - priority needs to be given to ground level businesses receiving sunlight to encourage outdoor users and seating. Please plants some trees on Belmore!! It will lift the space!</p>
16	<p>The Junction - particularly Belmore Road - would be far more welcoming with fewer cars. To this extent I propose the following for Belmore Road from Alison Road to High Street</p> <ol style="list-style-type: none"> 1. Remove all car parking. 2. Widen the footpath on both sides of Belmore Road to the width of the inside lane. 3. Retain two-way traffic in the remaining two lanes. 4. Construct bays in the new footpath for bus stops and loading zones but ban all car parking. 5. Leave a short distance of the inside lane in place on the west side by the Alison Road lights and the east side by the High Street lights. Also a short turning lane at the Arthur Street lights with no right turn for cars travelling south. 6. Locate all power lines underground and install power efficient street lights. 7. The areas of widened footpath can be used for outdoor seating for cafes etc and/or landscaped with planter boxes and trees. 8. A further option would be to construct a bicycle lane along the eastern side of the road along the widened footpath leaving a strip between it and the cars for plantings. 9. If the eastern footpath is desired then the bicycle lane could occupy the northbound lane and the road becomes one-way south and northbound buses are restricted to Avoca Street. <p>By doing this traffic flow is unimpeded by cars parking and the unfortunate situation of Coogee Bay Road at the Coogee shops, where parked cars dominate and detract from the advantage of widened footpaths, is avoided.</p> <p>There is ample parking around Belmore Road for the loss of the few spaces presently available to be insignificant.</p> <p>The most important point is to remove all car parking. The others are open to negotiation.</p>

	Submission
17	<p>Hi, I own and live in my unit in Randwick. I am concerned that making the area busier and adding more medium-rise buildings is going to lower the value of my property.</p> <p>I support the initiative to have more sustainable green architecture. I think the area needs more greenery and introducing hanging planter baskets will look fantastic. The congestion/traffic noise on Belmore Road needs to be managed. I'm a cyclist and think it would be great to have more cycle paths. I also support the rejuvenation of old shop fronts - I think the area has a lot of potential.</p> <p>It would also be good to see some high-quality cafes and restaurants that focus on local and organic produce.</p> <p>Please ensure that all future development is done in a sustainable way that supports the community in the long-term. We don't want increased pollution and environmental damage.</p>
18	<p>It is not clear what provision has been made for additional car parking for the extra buildings proposed. This is of concern since there appears to be a tactic employed by developers (& permitted by Council) to submit a development application with an appropriate number of parking spaces for the number of units proposed & then submit an amendment which decreases the number of spaces based on the unrealistic concept that not everyone has a car & a lot of people ride bikes. This then causes people to park on the street & creates congestion as visitors trawl around looking for a parking space. Existing car spaces in Randwick Village & Randwick Plaza would be insufficient to cope with the additional stories proposed. Who exactly are you trying to attract to Randwick Junction? Regardless of whether it's people from outside Randwick & environs or locals, parking is a critical issue. Addressing parking issues in Randwick Junction can also assist Coogee businesses if allowance is made for a ParknRide approach.</p>
19	<p>Thank you for the opportunity to provide some input into the process of planning for the future of Randwick Junction.</p> <p>As 20-year residents of a nearby street, my wife and I have watched developments in the area with growing concern, and hope that this consultation process will lead to a strategy that reflects the needs of residents over the interests of business and developers.</p> <p>I note that your information brochure contains a section entitled, "What You've Told Us". Three issues are mentioned, but I see little in the draft strategy that addresses them, other than some proposals to improve public spaces. No strategies are suggested for dealing with traffic congestion, or the increasing numbers of pedestrians and cyclists using the footpaths of Belmore and Avoca Sts.</p> <p>The proposed new building height limits surely imply even greater pressure on the roads, parking, and footpaths.</p> <p>The planning strategy identifies several needs, but it is questionable as to whether this strategy addresses those needs. If there will be greater demand for commercial, medical and retail space, why is there a proposal to provide more residential property? According to Core Logic, this part of Randwick is already the 9th most densely populated area in the country with a greater density than Kingsford, Newtown or the Bondi/Tamarama/Bronte areas. Surely the focus of this strategy should be on dealing with the issues arising from the current population.</p>

	Submission
	<p>The stated aim to improve the experience of the shopping centre for people is admirable, but increasing the height of buildings on Belmore Rd is hardly going to achieve that if there is greater congestion, less available parking, and many more people.</p> <p>Buildings of 6 to 10 storeys do not create an improved experience. Instead, there is the risk of a soulless wind-tunnel. A ten-storey building on the corner of Belmore and High Sts will dominate the area, overshadow the heritage buildings nearby, and add nothing to the character of its surroundings. Six to eight storey buildings along Belmore Rd will also be too tall for the street to retain its human scale. How does this address the aim of improved streetscapes? Would it not be better to reduce the height limits to say 4 or 5 storeys so that extra office space can still be provided, but without destroying the character of the streetscape (and without increasing the population density any further)?</p>
20	<p>9.2.1 Waratah Avenue Plaza. I completely disagree with this proposal as it will definitely impact on retail. As we will be at least 8 car spaces down and it will reduce access to Belmore Road and therefore reduce trade. We have seen how the tram closed streets has had a great impact on trade in Belmore Road. I am the owner of 58 Belmore Road Randwick operating Melicks House Linens since 1972. Reducing car traffic does not help business. We have seen how with the tram and street changes has discouraged people coming to Randwick. Also car parking is a major issue in Randwick we cannot reduce any more. Also I think the plaza will attract undesirable persons. People come to randwick junction for shopping or visiting a service or going to a cafe etc not to sit under a tree.</p>
21	<p>The plan gives a good direction for Randwick town centre. Here are our main reactions:</p> <p>Heritage Character. Support your proposals. Perhaps a scheme to encourage (even subsidise) owners of heritage shopfronts to keep them in good repair would enhance their character.</p> <p>Opportunity sites. Support your choice of sites for more intense development, including the small block 201-209 Avoca Street.</p> <p>Pedestrian amenity - problems sharing with bicycles. Pedestrians currently compete throughout the town block with increasing numbers of bicycle riders, motorised scooters and skateboard riders. A collision with a bike would wreck the quality of life for an older person. While this is supposedly a "police matter", we all know that police have never monitored bike riders in the area, nor is there any scheme to make adult riders aware of regulations. The Council is keen on more use of bicycles. In that case, when are you going to mark out clearly visible bicycle lanes to keep everyone safe?</p> <p>Other pedestrian issues. It is already quite complex to cross the eastern entrance/exit to Royal Randwick Mall on Avoca street, with 2 lanes exiting and 2 entering. If southbound vehicles also turn right at this entrance, it will be difficult to manage. Pedestrians are at sea on Avoca Street anyhow. A minority cross at the lights near the church. Most stagger across (often laden with heavy shopping or pushing carts) in breaks in the traffic, near Milford Road.</p> <p>For pedestrians, crossing Milford Road at the Avoca Street corner is not simple either. A walkway through Arthur Lane sounds pleasant (if not shared with motor bikes or cyclists).</p>

	Submission
	<p>Access and transport issues.</p> <p>These are not all within Council's control. The tram is sedate but slow. It will not meet peak hour needs for those who currently use a one-service express bus. Changing modes is time consuming and 40 minutes in the tram is a long, leisurely way of going to the city. We do not know which buses will be cancelled, but there is a risk that efficient, one mode trips will give way to irritatingly slow 2-mode trips. This is not good longterm for Randwick City.</p> <p>The shortage of parking spaces is likely to increase.</p> <p>Optimism</p> <p>We intend to stay in Randwick and wish you well in planning for the future.</p>
22	<p>Redeveloping the shopping centres would reinvigorate the town centre. Belmore road traffic is bad enough at present, blocking Waratah Avenue off to traffic will only make the congestion worse (as now this is used to bypass some of the Junction). A pedestrian zone would not improve the area, but create more traffic chaos.</p>
23	<p>I am strongly against this development. It will negatively impact the community by increasing the already poor traffic. It will negatively impact the character and great reputation of Randwick as a suburb. There is already enough mid to high rise buildings in Randwick and from reading the strategy, it feels this is poorly thought out. We do not have the infrastructure to support this and it will be highly unpopular with members of the local community.. please do not let this mid high rise take place.</p>
24	<p>Please no high rise, please limit the height. This has ruined many other areas. There is no space to accommodate so much more population in Randwick. The state government is spending billions to connect the outer suburbs with world class public transport for population growth.</p> <p>We need to spend more on new green spaces, on space in our schools. This is insanity to consider.</p>
25	<p>10 stories is too high</p>
26	<p>Need a pedestrian crossing in Avoca St opposite Milford St for access to shopping centre. Possibly move crossing outside church which is not used very much, and is close to crossing at Belmore Rd/High St crossing.</p>
27	<p>I am concerned about the increased proposed heights (between 6 and 10 storeys). We do not want to be another Bondi Junction with developers running over the place trying to cram as many souls into the area. We've seen what has happened in Maroubra and it's visually unappealing (simply more dull concrete monoliths) and will simply add increased congestion on what are already busy roads. Unfortunately I don't have faith in the council as they will merely see the dollar signs to rack up more money from rates.</p> <p>As an aside, please don't include another coffee shop at Alison Park. If we're striving for variety with shops, Randwick does not need another coffee shop.</p>
28	<p>I live at 58 High Street. Can I ask what the plan is for this block of units please</p>

	Submission
29	<p>'I would like to reiterate some of the previous requests and support features in the strategy.</p> <ul style="list-style-type: none"> - Please include large street trees (not just landscaping) there are beautiful and successful shopping areas with trees to use as an example e.g Queen St, Woollahra. This isn't about just beautifying the space but offering shade, protection from noise and pollution. - Retain and enhance the heritage frontage of existing buildings. - Please don't make this area generic and boring - with high street brands and no local spirit. There should be room to work with the diversity and eclectic nature of this Randwick hub. - Please attempt to create something classic with features for longevity. There's nothing worse than an area that's made cheap attempts to modernise and then dates instantly. - Consider some guidelines for street signage that's in keeping with the area but where appropriate is interesting. - Please - no more apartment and retail combinations. This formula is tired. <p>Thanks for your time. Good luck</p>
30	<p>Areas close to shops, public transport, employment and amenities need more housing. Sydney's house prices are among the most expensive in the world and the only genuine solution is to fill in the enormous shortage of housing, particularly in already established suburbs. Randwick Junction is already developed, and there are already multistorey apartment buildings. Adding more would change little except allowing more people the chance to live in an attractive area. This would help local businesses, be more environmentally sustainable and relieve the enormous pressure on the housing market causing sprawl and inflated prices.</p>
31	<p>I applaud parts of the Randwick Junction Planning Strategy, but believe other parts are not in the best interests of the community. I think that the proposal to improve public spaces (e.g. Arthur Lane, Waratah Avenue Plaza, June Moore Place) will create better environment for the public. However, I oppose the sites flagged for medium-high density re-development. I think one of the best features of Randwick Town Centre is it the village-like atmosphere with low rise buildings and commercial areas. Redeveloping these areas into 6-10 storey buildings would remove this appealing aspect of Randwick and make it less community-friendly.</p>
32	<p>On the whole, it looks good, but I don't like the idea of closing Waratah Street - how will you access the parking area behind Belmore Road. No mention of Bell Lane.</p>
33	<p>There is NO sufficient traffic management plan for the existing traffic in Randwick let alone the proposed development. The entry exit point for Royal Randwick shopping car park creates havoc in Avoca street and doubles the traffic in Belmore rd as cars are forced to 'go around the block' either to arrive or exit. Pedestrians crossing in this area is also dangerous with people 'balancing' on the median strip waiting for a break in the traffic to jay walk. A HUGE no to this development submission</p>

	Submission
34	<p>'I believe that the proposed height changes are not in keeping with the village feel of Randwick Junction Town Centre.</p> <p>Please do not change the zone B2 Local Centre in Randwick Junction Town Centre. The streetscape should remain the same with 3/4 storeys that exist. There should be no height increase in the following areas:</p> <ul style="list-style-type: none"> - Central Block - North Western Block - High Street Block - Silver Street - Elizabeth Street - Belmore Road - Alison Road - Bell Lane <p>Once there is any increase in height the ambiance of the village feel is destroyed. One only has to see what has happened to Bondi Junction, Chatswood and North Sydney to see our ghastly and soul less things can get.</p> <p>Any increase in population or business should be within the 3/4 storey height. To have a tower overshadowing Belmore Road and Captain cooks corner would kill the village feel of Randwick.</p> <p>I am happy with the changes to:</p> <ul style="list-style-type: none"> - Arthur Lane - Waratah Ave Plaza and - June Moore Place. <p>And would also desire some sculptures of a reasonable size to give impact and culture to the precinct.</p> <p>Bondi Junction, Maroubra Junction , Kingsford and Eastgardens service all shopping needs of the area and have large parking areas to accomodate these shopping areas. Randwick has no capacity to have any increase in traffic or parking. The traffic is already bad.</p> <p>regards Glenda</p>
35	<p>Hi I live in Randwick for as long as I can remember. It would be wise to provide continuous Awning along the Belmore Road, which would protect shoppers from rain & making it more convenient for pedestrians in the commercial area of Randwick Junction...</p>
36	<p>I think it is great that Council intend to create a vibrant, liveable, and sustainable Randwick Junction for residents and visitors.</p> <p>However, I think more could be done to promote walking, bicycling and public transit as means by which locals could access the amenities of Randwick. As the council is well aware the current levels of traffic are unsustainable along Belmore Road.</p> <p>Specifically the council should:</p> <ul style="list-style-type: none"> • Address key issues raised in previous rounds of public consultation and expert analysis regarding pedestrian safety, poor bicycle access and parking, and unpleasant car traffic; • Improve the active transport links to connect Randwick Junction by bike to the Wansey Rd bike path, Bondi Junction, Coogee, and Maroubra. • Move most short-term car parking off Belmore Road; • Consider making Belmore Road a public transit and active transportation mall with 30km/h speed limits throughout the Centre. <p>Many thanks Poppy Watson Maroubra</p>

	Submission
37	<p>I applaud Council's intent to create a vibrant, liveable, and sustainable Randwick Junction for residents and visitors.</p> <p>I ask that Council develop strategies that more fully address the issues and opportunities raised by stakeholders and experts, and include strategies for promoting walking, bicycling and public transit and for reducing automobile traffic along Belmore Road.</p> <p>Specifically:</p> <ul style="list-style-type: none"> • Address key issues raised in previous rounds of public consultation and expert analysis regarding pedestrian safety, poor bicycle access and parking, and unpleasant car traffic; • Improve the active transport links to connect Randwick Junction by bike, safer bicycle circulation within the Junction, and improved connections to Bondi Junction, Coogee, and Maroubra; • Move most short-term car parking off Belmore Road; • Consider making Belmore Road a public transit and active transportation mall with 30km/h speed limits throughout the Centre. <p>I support the BikeEast Submission from 28 Nov 2020.</p>
38	<p>BIKEast submission: see Appendix A</p>
39	<p>Thank you Randwick Council for creating this Strategy. I support Randwick Council in working closely with BIKEast to address the issues and opportunities raised and include MORE strategies for promoting walking, bicycling and public transit.</p> <p>Randwick Town Centre is currently terrible to access. I don't own a car and cycling up Avoca Street from Maroubra is a frightening experience, and results in a poor medical appointments for me as my heart rate is almost always problematic on arrival at the doctors. For a 3.5km trip, cycling is the cheapest, quickest and healthiest (and socially distanced) way for me to get to appointments at Randwick Town Centre.</p> <p>I encourage Randwick Council to incorporate concepts from The Committee for Sydney's Reclaiming Sydney's High Streets report https://sydney.org.au/news-events/events/reclaiming-sydneys-high-streets-report-launch/</p> <p>I urge Randwick Council to consider specific strategies such as improving pedestrian safety, bicycle access and bicycle parking at the Town Centre, as well as improving walking and cycling connections to the Town Centre from surrounding strategic places.</p> <p>I also urge Randwick Council to consider a 30km/hr speed limit along Belmore Rd aligned with International best practice for a major strategic centre and heavy pedestrian area - Details at https://30please.org/</p> <p>There should also be planned integration with council transport and maintenance departments to ensure the road surface is maintained to safe standards to minimise injury caused by trip hazards to people walking and cycling to avoid sensory overload whilst there are so many other hazardous factors to look out for while moving through this space.</p> <p>Thank you for reading my submission.</p>

	Submission
40	<p>I would like Council to amend the Strategy to more fully address 'movement and place' strategies, and specifically amend the Strategy to:</p> <ol style="list-style-type: none"> 1. Address the opportunities and problems raised in previous rounds of public consultation and expert analysis; 2. Improve the active transport links within the Town Centre and links with the neighbouring suburbs; and 3. Make the Strategy consistent with the intent of state, regional and local plans <p>The following pages provide some context for these suggestions and more detailed recommendations for amendments to the Strategy.</p> <p>Specifically, we ask that Council:</p> <ol style="list-style-type: none"> 1. Develop a local parking strategy that moves most short-term car parking off Belmore Rd and provides parking on side streets and within any redevelopment of the High St Block, Central Block, and North Western Block. The street area reclaimed by removing short term parking can then be used to create community spaces, outdoor dining opportunities, and vibrant people places. 2. Provide protected cycleways, pedestrian priority signalling, mid-block pedestrian crossings, and through-block connections to link Randwick Junction with public domain amenities and nearby landmarks and views. 3. Convert the northern portion of Belmore Rd to public transit and active transportation mall, and create a 30km/h zone for the entire length of Belmore Rd, and the adjoining sections of Silver St, Waratah St, Arthur St, Clara St, and Short St. Lowering car speeds and reducing car traffic have been shown to be effective at creating vibrant, safe and accessible urban districts. 4. Provide pedestrian priority signalling and lower traffic speeds on Avoca St, which forms a major barrier to people accessing the Town Centre on foot or bicycle from the east side. <p>THANK YOU !</p>
41	Interesting and inspiring.
42	<p>Who is this Strategy benefiting? Developers! We need a serious affordable housing strategy. We don't need more units to fill international students with. With the extra development comes extra waste and traffic. The ratepayer is the one who pay for all the extra development for developers and the universities. I am over the externalities being passed on to make wealthy people even richer</p>
43	<p>I ask that Council develop strategies that more fully address the issues and opportunities raised by stakeholders and experts, and include strategies for promoting walking, bicycling and public transit and for reducing automobile traffic along Belmore Road.</p> <p>Specifically:</p> <ul style="list-style-type: none"> • Address key issues raised in previous rounds of public consultation and expert analysis regarding pedestrian safety, poor bicycle access and parking, and unpleasant car traffic; • Improve the active transport links to connect Randwick Junction by bike, safer bicycle circulation within the Junction, and improved connections to Bondi Junction, Coogee, and Maroubra; • Move most short-term car parking off Belmore Road; • Consider making Belmore Road a public transit and active transportation mall with 30km/h speed limits throughout the Centre.

	Submission
44	I just read that more high rise buildings are planned for Randwick and I feel that this is a really bad idea. It took me 1.5 hours one Saturday to get from the Woolies carpark (bottom level) home to South Coogee. Traffic is already unbearable, especially on Belmore Road, Avoca Street and around The Spot so bringing more people into the area is not a good idea. The infrastructure can't cope with the current amount of people so it definitely can't cope with even more people. This seems to be a really short-sighted idea. Clearly the wellbeing of Randwick council residents comes last in this proposal!
45	10 stories is too high. It will forever change the character of Randwick Junction and add to traffic problems
46	Modernise but don't destroy the history and vibe of the area. We don't need super high rises, growth can be achieved without drowning the town in shade. More free parking is also needed
47	Go Get carshare submission: See Appendix A
48	<p>I applaud Council's intent to create a vibrant, liveable, and sustainable Randwick Junction for residents and visitors.</p> <p>I ask that Council develop strategies that more fully address the issues and opportunities raised by stakeholders and experts, and specifically include strategies for promoting walking, bicycling and public transit, and for reducing automobile traffic along Belmore Road, specifically:</p> <ul style="list-style-type: none"> • Address the key issues raised in previous rounds of public consultation and expert analysis regarding pedestrian safety, poor bicycle access and parking, and unpleasant car traffic • Improve the active transport links to connect Randwick Junction by bike, safer bicycle circulation within the Junction, and improved connections to Bondi Junction, Coogee, and Maroubra • Move most short-term car parking off Belmore Road • Consider making Belmore Road a public transit and active transportation mall with 30km/h speed limits throughout the Centre

	Submission
49	<p>My main concerns are Accessibility and Movement, by Active or Public Transport. I am campaigning for Safe Cycling and Cool Walking.</p> <p>There needs to be a radical redesign of Belmore Road and the section of Alison Road between it and Avoca Street to provide the following:</p> <ol style="list-style-type: none"> 1 wider footpaths for pedestrians, enabling 'social distancing' and avoiding overcrowding, with shading for cooling in summertime (it is over 40C as I write this!), 2 cycleways, enabling access to the shops and to the Light Rail station, avoiding Avoca St, 3 busways, similarly and allowing onward travel to the north, east and south, 4 loading and unloading after hours, 5 disability drop off and pick up at any time. <p>I have studied the Transport for London Streetscape Guidelines and suggest that these requirements could be met by the following alterations:</p> <ol style="list-style-type: none"> 1 no parking allowed at any time, 2 widen the footpaths over the former parking carriageways and provide cycle lanes, separated by low raised delineators and other objects (segregated shared use), 3 at strategic points, provide for loading and unloading, by bevelled roadway edges and flattened delineators, and restrict when these bays can be used, 4 place bus stop signs on the delineation strips, with shaded seating facing the shops, 5 place posts with shading and trees along the delineation strips, 6 where possible, allow restaurant seating to spill onto the footpath, shaded by awnings or trees, 7 mark the remaining carriageways as busways, though no need to restrict them: car drivers will soon learn to avoid using Belmore Road as a through road, due to buses and taxis stopping. <p>As Alison Road is wider than Belmore Road, with less pedestrian traffic, it may be possible to treat it differently and still end up with an attractive solution for all users, except car drivers, who will have to exercise patience, as they do at present due to three sets of traffic lights. It is important to cater for both pedestrians and cyclists coming from and going to Alison Park as well as travelling Alison Road. Alison Park provides the only Safe Cycling route to the north and Cool Walking route to the schools in this direction.</p> <p>The Town Centre Strategy should also allow safer access for cyclists from all directions, to stop them riding on footpaths. This is particularly noticeable around High Cross Park and the Light Rail terminus. Three future cycleways to the east and south from here will be:</p> <ol style="list-style-type: none"> 1 Coogee Bay Road to Judge Street and Dolphin Street to Coogee Beach 2 Perouse Road to The Spot and on to south east destinations 3 Avoca Street south to connect to other cycleways to the south and south west

	Submission
50	<p>As a BIKEast Rides Leader - riding through Randwick Junction, mostly with Retiree bike riders - i specifically support BIKEast's detailed submission entitled "Comments on the Randwick Junction Town Centre Strategy 28 November 2020.</p> <p>That submissions emphasises the importance of improving the amenity of the Town Centre promoting walking, bicycling and public transit, and for reducing automobile traffic along Belmore Road.</p> <p>The starting point is to copy London's Kensington High Street model and introduce maximum 30 kph speed limits along Belmore Road and all streets around High Cross Park.</p> <p>The broader case is: Council needs to develop strategies and implement policies that more fully address the issues and opportunities raised by stakeholders and experts. These specifically are:</p> <ul style="list-style-type: none"> · Address key issues raised in previous rounds of public consultation and expert analysis regarding pedestrian safety, poor bicycle access and parking, and unpleasant car traffic; · Improve the active transport links to connect Randwick Junction by bike, safer bicycle circulation within the Junction, and improved connections to Bondi Junction, Coogee, and Maroubra. · Move most short-term car parking off Belmore Road. · Consider making Belmore Road a public transit and active transportation mall with 30km/h speed limits throughout the Centre. <p>Widening footpaths is also of great significance to enable BIKEast to pilot its Cycling Without Age Australia trishaw to carry mobility challenged people wishing to visit the Town Centre's wide range of facilities.</p> <p>I provide one PDF files, to complement this submission: 20191114_Trishaw-trioBike-Taxi operational guide</p> <p>Adrian Boss BIKEast Rides Leader; and Cycling Without Age Australia (Sydney Chapter) Community Captain</p>

	Submission
51	<p>I think it is great that the strategy is seeking to make the Junction more vibrant and enjoyable. However, there isn't enough being planned to enable and encourage active transport. If people can walk and cycle to and around the Junction, that replaces loud, fast-moving vehicles. Everyone prefers a town centre with fewer cars around - we just need to make other options easier and more appealing than driving.</p> <p>Please incorporate better cycle links - the council's own cycle map shows that the surrounding area is connected poorly to the Junction. See https://www.randwick.nsw.gov.au/__data/assets/pdf_file/0004/24169/Bike-Map-Randwick_Rec_Nth.pdf It seems the best options on the map are high speed arterial roads such as Coogee Bay Rd and Avoca St where people cycling have to share the road with cars, trucks and buses. This is not appealing.</p> <p>Residents need better connections to Coogee, Bondi Junction, Frenchmans Rd shops, and Maroubra. The proposed pop-up cycleway on High St beside UNSW is a great start. We can also rethink Belmore Rd. Trial a car free period on select weekends. Lower the speed limit to 30 km/h. Try road closures for Waratah Ave and Short St.</p> <p>The Coogee Bay Rd shared space is a great model for what can be trialled on Belmore Rd. Belmore Rd needs to shift to the pedestrian focussed model of Oxford St mall in Bondi Junction or Pitt St mall in Sydney. Those roads will never be reopened to cars for good reason. Don't use the model of Parramatta Rd or Oxford St in Paddington where prioritising high speed cars depresses commerce and small business. Additionally, better pedestrian access to the Royal Randwick shopping centre is needed on the east. So many people jay walk across Avoca St near Milford St because a crossing is missing. Remove the fences at the road's edge. Build a safe and appealing environment on Avoca St instead of maximising the speed and throughput of cars going elsewhere.</p>
52	<p>We are at risk of losing the unique village atmosphere of Randwick Junction with 5- 9 storey developments. Mid/high rise would overshadow the heritage buildings in the area. I would prefer Randwick to look more like Paddington than Bondi Junction.</p> <p>There also appears to be no traffic management plan to accompany this Planning Strategy so it should be deferred until one is made available. Randwick traffic is bedlam in all directions exacerbated by privatisation of transport with planned reduction of services for residents. The current entry/exit flow for the shopping centre is also unsustainable.</p> <p>While the new hospital site is a welcome addition, it is being constructed with NO underground/additional parking, relying solely on the existing POW underground carpark that is already over capacity. The mind boggles!</p> <p>It would be great to have more greenery and wider pedestrian footpaths with power lines placed under ground.</p>
53	Individual submission: See Appendix A

	Submission
54	<p>'Support in-principle, as the town centre is in desperate need of a refresh.</p> <p>I would like to reiterate some points already flagged in the strategy:</p> <ul style="list-style-type: none"> - Significantly more street trees and plantings; not just token shrubs. - Making both Belmore Road and Avoca Street more pedestrian-friendly, particularly Avoca Street, which is essentially a thoroughfare for cars, rather than a destination. Some ideas for Avoca Street include: kerb build-outs, more places to cross the road safely, parklets and a 40 km/h speed limit 24/7 due to the number of schools. Such initiatives would calm the traffic and enable activation. - Increased density is probably inevitable, but needs to be done in a responsive way; i.e. not just towers. Good design is imperative. <p>Thanks.</p>
55	<p>I applaud council's intent to create a vibrant viable environment for walking, cycling etc for residents and visitors to enjoy FMD</p>
56	<p>Overall, I disagree with the level of planned development for the following reasons -</p> <ul style="list-style-type: none"> a) Randwick is a residential area primarily and the forced increase in numbers of people potentially using a larger shopping centre is not something we have to deal with. b) Higher numbers of students and staff at UNSW and hospital can simply go elsewhere and not have to shop in Randwick. c) Light rail existing doesn't mean we have to use it - it's been a joke since its inception and we should not cater for its existence by making it work - we should ignore it and watch it fail, returning Randwick to how it was - fine before the light rail! d) More congestion in this centre of Randwick will ruin transport within the LGA for residents moving about. e) Sydney has plenty of land - we do not need to cater for population growth by squeezing more people in to the eastern suburbs. We need someone in our community to make a stand. f) Everyone knows affordable housing is a joke and does not happen in reality so please don't use it as justification for development here - if staff of UNSW or the hospitals want to live and work in the same place, that's nice! We all do, but it's a rare gift that anyone gets - so don't ruin our locality to attempt it - but they couldn't afford the 'affordable housing' anyway! g) Do not argue that the council needs to do this to avoid harsher development from NSW Govt - that is simply not true - just object publicly! The ridiculous attempts during COVID to close roads, disrupt residents and create space for local hospitality, was a joke. h) This council will be ridiculed for just rolling over and allowing this level of development in a residential area - we are not Sydney City, Chatswood, Parramatta etc - do not compare and remember our demographic.

	Submission
57	<p>There is a need for revitalisation of some areas . One clear example is the Shopping centre housing Coles supermarket .</p> <p>The biggest danger in the proposal is that the precinct will no longer be a LOCAL shopping and community centre , which it is at least is now .</p> <p>Another danger is that the related hospital services overtakes the local precinct .There is ample room near UNSW to ensure that this doesn't happen</p> <p>We don't agree with the proposal for "modest " increases in height , which based on the plan are not modest but high rise</p> <p>We don't want to turn Randwick into another Bondi Junction , which is an alienating experience with no soul .and has become just a tourist town .?</p> <p>Much to the shame of. Randwick Council local families have lost access to Coogee beach , which is now overrun by non residents . Don't let that happen to Randwick Precinct ,</p> <p>Council would be well advised to study the Lane Cove shopping precinct which has been brilliantly redesigned in recent years . While Lane Cove precinct has expanded , there is still lots of open connected space .</p> <p>Why do the extra medical services need to be within the shopping precinct ? Locate them in High street , nearer to UNSW and away from the shopping / community facilities</p> <p>We support the inclusion of social housing within the precinct .</p> <p>Keep it local with a focus on residents and local workers</p> <p>No high rise , which is alienating</p>
58	<p>Hullo,</p> <p>I think the Strategy is totally appropriate and important. The area is very messy and 1980s! and needs a huge upgrade . It reflects very poorly compared to many other modern shopping areas. I see this is the first stage in a 2 stage process. The areas between Belmore Rd and Wansley rd clearly suit sensible amendments to the current LEP.</p> <p>Small semi and freestanding housing is not really appropriate to match the Infrastructure.</p> <p>Please note you seem to have left out 131 Alison Rd (next to the Randwick Club) on the list of R3 properties that adjoin the Town Centre as per your letter to residents on 11th November . ref F2015/00431 (D04048059)</p>

	Submission
59	<p>The intention of increasing the proposed heights of buildings at Randwick Junction is a terrible idea. The area cannot cope with more people and traffic in Randwick. The roads are heavily congested, with the strain on schools and other public services and amenities at capacity. As a long term resident of Randwick, it is sad to think that the village feel of Randwick Junction will be lost. It cannot be made into another Bondi or Maroubra Junction. Please listen to the residents who live in the area and do not want this to occur. We need more green space and trees not apartment buildings.</p>
60	<p>I object to the increasing the building heights to accomodate housing, tourism and retail. Much of the analysis and projections of growth were based on pre-COVID figures and assumptions the Light Rail would be heavily used – recently Randwick deputy mayor Philipa Veitch said the long-term impacts of the pandemic must be taken into account when planning for growth. "We can't ignore the fact that population growth is likely to slow and our housing targets should reflect that," This was also put forward at the recent local government conference - your own council is asking for housing targets to be reviewed and yet you basing future plans on old growth targets - charging ahead as though COVID has not made a difference,</p> <p>A notice of motion passed by Randwick City Council said projected decreases in population growth and housing demand caused by the COVID-19 pandemic should be considered when planning for housing growth. Those revisions also need to be included in ANY planning strategy for Randwick Junction Town Centre. Why are you not listening to your own advice,</p> <p>There is also the traffic considerations, more housing South of Randwick Junction means more cars, its naive to think that people wont have the cars, the affluence and the lifestyle of Eastern Suburns means they have cars.</p> <p>You don't know what Transport NSW plans to do with buses, unless you know that you cannot build shops, travel and residential if there are no transport or infrastructure to support it - building cities and hoping transport infrastructure will happen is ridicualous.</p> <p>This strategy makes Randwick Junction and its residents the sacrificial lambs to justify the expenditure by the State Govertment on the Light Rail.</p> <p>In addition there are environmental consequences, social impacts, visual and accoustic issues that you have not even addressed. High rise (mid is NOT a thing) destroys communities.</p> <p>How about supporting the businesses already in randwick rather than bringing in new ones. I strongly object to this strategy in its current form.</p> <p>Thank you</p>
61	<p>I think it would be a real shame to the Randwick community to turn Randwick into a concrete jungle like Bondi Junction. All the extra units they recently built at the Inglis Sales yards have been difficult to fill & some are still vacant for rent. I have been in Randwick for 6 years & the morning & afternoon traffic is only getting worse & worse with total gridlock right throughout Randwick Monday to Friday. And the council wants to add more traffic into the system by adding higher buildings. No thanks.. go for a drive yourself in the morning or afternoon during peak hour & see for yourself. Please don't go any higher in Randwick, it's already busy enough!</p>

	Submission
62	<p>Dear Sir/Madam,</p> <p>My submission relates to the Opportunity Site identified in the Planning Strategy as the High Street Block.</p> <p>I own Unit 5/28 Blenheim Street, which is located towards the eastern end of Blenheim Street, near Clara Street. I have lived there and elsewhere in the municipality for a significant portion of my life.</p> <p>The Planning Strategy document refers to redevelopment in the High Street block up to 34m (10 storeys). It discusses "stepping down to 8 storeys with setbacks from High Street and on higher levels". I can find no reference in the document as to what redevelopment will be permitted on the Clara Street boundary of this block.</p> <p>A 10 storey building height with no setbacks along Clara Street would have a significant impact on the streetscape and significantly overshadow both Clara Street and Blenheim Street during the morning daylight hours. I suggest that a maximum height of 6 storeys (as proposed for both the North Western block and the Central block), with setbacks both at street level and on higher levels should be mandated for any redevelopment fronting Clara Street</p> <p>Thank you for the opportunity to make this submission.</p> <p>regards, John Bosler</p>
63	<p>I don't think buildings at Randwick junction should be allowed to be built any higher than they already are. There are always vacant shops at Randwick junction and The Spot so it doesn't seem to make sense to build more and have more vacant shops. Also the traffic around Randwick junction is bad enough as it is, adding higher buildings would add to the current congestion. The Inglis stable units haven't been filled yet and we're yet to see the full implications that will have on local traffic and roads. Randwick doesn't want to be like Bondi Junction.</p>
64	<p>1. The Strategy states that the hospital and the university are driving demand for additional floor space for commercial, retail and medical services uses and the transport to and from those uses from outside of Randwick is the light rail. So, logically, the Randwick Junction Town Centre (Centre) should be located within walking distance of the light rail stop, the hospital and the university. The Centre should also include the blocks bounded by Wansey Road, Arthur Street, Clara Street and High Street. Most of the housing stock in this area has already been taken over for medical, university and other commercial uses. These sites should be rezoned with increased height and FSR.</p> <p>2. High Street Block. Increasing the height and FSR controls for the site on the corner of Belmore Road and High Street is supportable. Development controls are required to ensure that the redevelopment will not be as ugly and unfriendly as the existing Randwick Plaza Building at 148 Belmore Road and the buildings at 66 High Street.</p> <p>3. North Western Block. We should learn from history and try to avoid repeating the mistakes of the past. The Randwick Labor club and the building at 65 to 71 Belmore Road were mistakes. The proposal to increase the height and FSR of the site bounded by Allison Road, Botany Street, Elizabeth Lane and Elizabeth Street for commercial use is not supported. It will overshadow the</p>

	Submission
	<p>residential blocks to the South and undermine the demand for the adaptation and use of the heritage buildings. The zoning of this block should be residential, and height limited to 3 storeys.</p> <p>4. Central Block. The proposed increase in height and FSR of the Royal Randwick Shopping Centre site bounded by Belmore Road and Avoca street will undermine the new Centre (see paragraph 1) and the demand for the use and adaptation of the existing heritage buildings in the Centre. The car park and access for people with prams, wheelchairs and the disabled are substandard. The frontage to and access from Avoca Street is poorly designed.</p> <p>5. Any increase to height and FSR on the High Street Block or the Central Block at 148 or 73 Belmore Road should incorporate a bus interchange to get waiting and transiting passengers off the footpaths and undercover. The current bus stop ID 203135 on Belmore Road is inadequate. Waiting passengers obstruct the footpath and are soaked by water thrown up by buses and vehicles from puddles in the broken road surface when it rains.</p> <p>6. The other parts of the existing Centre should be focused on affordable housing and uses servicing and supporting the residents of Randwick LGA such as food and grocery, cafes, gyms, entertainment and retail shops. The amenity of residents living in heritage buildings on Belmore Road would be improved by reducing the car alarms from vehicles parking and bus traffic on Belmore Road.</p> <p>7. Secure undercover cycle parking is currently absent from the Centre and should be included in the Strategy.</p> <p>8. Captain Cook Statue. The power lines and poles surrounding the statue should be put underground.</p> <p>9. The Strategies for Waratah Avenue Plaza, June Moore Place, Arthur Lane and Easts House Corner are supported.</p>
65	<p>"Light rail will increase pedestrian movement, attract more visitors and stimulate business activity."</p> <p>What's the basis for this claim? There's nothing special about the light rail to cause this to happen. The light rail is just another form of public transport. It is not endowed with any more magical powers than the buses that have been traversing the area for decades.</p> <p>The only thing it has done - as a result of the changes to the roads that have been made - is increase traffic congestion in the area.</p> <p>"Future development is highly likely and Council wants to ensure this development is sustainable, modest in height and provides considered public benefit."</p> <p>It is entirely within Council's power to fulfil this by not increasing the height limit. If developers want to build higher, just say no. I expect Council to represent us and to look after our interests rather than look after those whose only concern is in making themselves wealthier (and doing so usually while living in a different council area).</p>

	Submission
66	<p>I applaud Council's intent to create a vibrant, liveable, and sustainable Randwick Junction for residents and visitors.</p> <p>As a BIKEast Rider - riding through Randwick Junction, mostly with Retiree bike riders - I specifically support BIKEast's detailed submission entitled "Comments on the Randwick Junction Town Centre Strategy 28 November 2020.</p> <p>That submission emphasizes the importance of improving the amenity of the Town Centre promoting walking, bicycling and public transit, and for reducing automobile traffic along Belmore Road.</p> <p>The starting point is to copy London's Kensington High Street model and introduce maximum 30 kph speed limits along Belmore Road and all streets around High Cross Park.</p> <p>In particular I want to point out the poor connection of the Wansey Street shared path to Belmore Road: Arthur Street is narrow and has heavy traffic and in particular buses.</p> <p>Also Avoca Street is very unfriendly for cycling due to high traffic flow, despite there being at least 6 major schools on or adjacent to it within Randwick.</p> <p>Randwick Council keeps promising better cycling infrastructure, e.g. Houston and Doncaster Avenues; Bundock and Sturt Streets. Instead of actually building anything they spend a fortune on planning studies and nothing on construction. Great for consultants, does not annoy the voters (especially the car owners), and gives the impression that the council is actually doing something, while doing precisely nothing.</p> <p>I am car owner and a cyclist. resident in Randwick for 30+ years.</p>
67	ABC Planning submission: See Appendix A
68	ABC Planning submission 1: See Appendix A
69	<p>I feel that the heights are excessive and will have a detrimental effect on the local area.</p> <p>This includes:</p> <ul style="list-style-type: none"> * overcrowding of streets * increase in traffic due to more residents and businesses in the immediate area with associated greater difficulty to find available parking * loss of "village feel" in a historic suburb and loss of any remaining heritage value of existing buildings * overshadowing and wind tunnel effect

	Submission
70	<p>In general I am supportive of the strategy proposed, including a sustainable strategy for including more medium-density housing to bridge the gap between large free-standing homes and small high-rise apartments.</p> <p>In particular I am also supportive of the road closure for public space on Waratah Ave, as public space in urban areas is at a premium. However, I would urge further measures to be taken to improve pedestrian amenity around the Randwick Junction area.</p> <p>For example, the pedestrian island at the northern end of the Avoca St & Belmore Rd intersection is extremely small and not suitable for parents with prams or people requiring mobility scooters/wheelchairs, not to mention social distancing in this current environment. To rectify this, consider preventing left turn from Belmore Rd to Avoca St given that access remains through Short St, or by turning right on to Cuthill St instead. The space can then be reclaimed for suitable footpath space.</p> <p>Furthermore, consider working with TfNSW to disallow right turns from Alison Rd to Belmore Rd. This would discourage use of Belmore Rd by private motor vehicles, which is a key aspect of the Strategy. General vehicle access can still be served via Botany St or Avoca St, and local eastbound access can still be retained by travelling via Cowper St and Cook St.</p>

Submission

71

I have read through the proposed Randwick Junction planning strategy and I raise the following objections:

Building height

The High Street/Belmore road proposed high-rise building of 10 stories with a podium setback will be a really large and over sized building in relation to all other surrounding buildings. This will dwarf many buildings and cast shadow over many of the surrounding properties and homes. This concerns me that this is going to become another Bondi Junction, setting precedent for other developments in the town centre and change the village feel and local community.

Parking removal

Due to the proposed Waratah Plaza and Arthur Lane activation, there will be significant impact to residents with the removal of parking. As this laneway stretches across multiple streets and with the closing off of 1 street, this will put a huge strain on the already stretched residential parking. Whilst I understand that Council is looking to introduce car share options which is a great outcome for younger residents, this is not an option for families that also form a large part of the Randwick community.

- Suggest changing 2 hour limit to 1 hour for visitor parking to ensure more parking opportunities

Removing buildings with architectural merit/character

Currently 66 and 68 Arthur Street and 56-58 High Street are a good example of buildings with architectural merit within the Randwick Junction Heritage area being of Federation and Art Deco periods. With plans to include these as part of the high street opportunity site this will lose what is uniquely part of Randwick.

Traffic congestion

Already we are seeing huge volume of traffic disruption since the introduction of the light rail and the closure of High Street which has re-flowed traffic to surrounding streets. Arthur Lane provides some form of flow of traffic away from the buses on Belmore Road so closing this along with Waratah Avenue will only create more of a bottleneck for cars, buses and lorries accessing Coles. I have not seen any evidence of a traffic study in this planning strategy which is a huge factor to consider when proposing large development that will have such a significant impact on the immediate community.

Future developments


I understand that these are just initial proposals to engage the local community but I do have concerns that this could set a precedent for future developments within Randwick City with new developments being issued that go beyond existing restrictions. With many shops having been empty long before the light rail completed, I question how much more retail space would be required when 4 years later many shops are still vacant. With the additional 508 jobs that will be generated from the medical precinct it seems like 14,000 extra square metres is a considerable extra space needed. I also question the role that office space will play given what Covid has taught us over the past year about remote working and the need for more office space as a necessity.

	Submission
72	<p>Thank you for addressing this very important high street in Randwick and engaging in work to make it a genuinely accessible, equitable public space. I love Randwick Junction, particularly its intimacy that encourage friendly exchanges with shops owners. After living in Randwick for over 15 years, they really feel part of an extended family. My only wish however is that traffic is diverted or, at the very least, reduced to two lanes in either direction on Belmore road and a great deal more space is made for pedestrians and active transport including push bikes, as well as larger trees that offer shade and reduce the heat island effect and increase habitats for other species. Ideally, no private vehicles would be allowed to travel along Belmore Road anymore and shops are able to spread tables and chairs out onto wider footpaths. Such an approach would allow streets like Short Street for example to be turned into a public open space with a pocket park or play areas. Shop owners would be delighted, as would residents. More people would spend time and money in such environments that could also make way for weekend artisan markets for example. Randwick has such huge potential, but it should never lose its special working class, grassroots feel. I look forward to Randwick City Council's next steps. Thank you.</p>
73	<p>I strongly object to the plans which will add more people, traffic, urban heat without any added amenity</p> <p>The area is gridlocked with people and this is just an opportunistic plan driven by developers</p> <p>Randwick council is failing to deliver best practice planning</p>
74	<p>I Strongly object as it will create more people congestion gridlock with no increase in services and amenity.</p> <p>Developer driven planning</p>
75	<p>I strongly object to this planning strategy. This will benefit developers not the Community as it will mean more people, more traffic and congestion with less amenities to spread around. The area already is over crowded due to the University and Hospital so doesn't need 1000's and 1000's more residents and visitors to visit the open markets and shopping village. We don't want another Hi rise concrete and glass Bondi Junction or Chatswood here. The idea of closing Belmore and Avoca St intersection will cause an already horrendous bottleneck to become impossible to allow any traffic to move at a acceptable pace especially at school time ! We need more trees planted than shown for shade and to capture all the toxic fumes as well. We like the Community feel, ease of parking and traffic flow during off peak times in this area and do not want it ruined !!</p>
76	<p>AMP Capital submission: See Appendix A</p>

	Submission
77	<p>'As a resident of 155 Avoca St, Randwick, which is proposed to be included within the Randwick Town Centre boundary, the following comments on the Randwick Junction Town Centre Draft Planning Strategy are submitted:</p> <ul style="list-style-type: none"> - I support the strengthening of the heritage character in the town centre, specifically ensuring future growth is at a scale sympathetic with existing heritage buildings. This includes limiting building heights located near any heritage buildings to current restrictions. Specifically we support no changes to the height restrictions of buildings in the blocks at the junction of Alison Rd and Avoca Street, or the blocks near this junction along Avoca street. - I also support Council's efforts to make the public access areas in the town centre more user friendly, accessible for people with disability and changes that generate people to gather and use the space more – so that the Randwick Town centre is actively used by the community day and night. - There has been insufficient consideration given to impacts of densification on the increased congestion, traffic and demand for parking in the town centre. High street, Belmore Rd and Avoca street and the feeder roads to these are already highly congested – and unless specific measures are taken to address these issues the increased density in these areas will heighten these issues and will defeat the strategy objectives of sustainable growth and providing an improved community experience. I oppose changing the height restrictions in the Central and High Street Block for these reasons. - Finally I support the inclusion of affordable housing commitments in any new developments or redevelopments – it is important for students, hospital workers and retail workers working in the town centre to be able to access affordable housing in Randwick. As part of Randwick Council's anti-domestic violence commitments, it is important also to ensure that there is provision of affordable housing for women escaping domestic violence. We request that further information be provided on what proportion of residential and commercial units are to be affordable housing and what commitments to affordable commercial premises for not-for-profit organisations.
78	Candalepas Associates submission: see Appendix A
79	<p>Aspects of improving the shopping plaza is a good aspect to improve the experience of residents and visitors to the area. But as a resident and property owner in the affected areas, I object to the development and rezoning of the areas which affect older buildings in the area such as on Belmore rd and Alison rd. This will allow developers demolishing these building and losing the history of the area. The rezoning of this area and introducing mid rise building will effect the residents in the current area. Including more traffic to the area, increased the number of people living here as well traffic congestion. The roads are narrow and do not allow increased number of people living in this vicinity.</p> <p>Extending development further north from the hospital impacts a number of wonders that have already established their lives in this area. Please do not rezone the areas so that developers move in and develop the area similar to Mascot and Pagewood.</p>
80	Individual submission 2: See Appendix A

	Submission
81	<p>* The proposed heights for these developments are excessive at 8-10 stories as is the height for infill areas as 6 stories. Randwick junction town centre should remain low rise. Residents (particularly owner occupiers) live in the area and enjoy the area because it is not overdeveloped. It is 'local' in scale. The proposed development will destroy the character of the neighbourhood.</p> <p>* Significant increase in apartments in this area is also undesirable. It will simply create more congestion in this area. More people, more cars/traffic and more noise.</p> <p>* The light rail has proven to be a failure. Randwick town centre overdevelopment should not be a further casualty.</p> <p>* I am all for opportunities to incrementally improve the streetscape but wholesale redevelopment on this scale will only benefit property developers.</p> <p>* Existing local shops will disappear. We will be left with chain stores. The same as every other location that has been through these developments.</p> <p>* we have EVERYTHING we need in Randwick. Randwick Plaza and Royal Randwick have a very good selection of shops. However for those people that need more, there are plenty of options available at close proximity including Westfield Bondi Junction, Westfield Eastgardens, Moore Park Supa Centa to name a few. We really do not need to take Randwick to the 'next level'.</p> <p>* With respect, I find it highly unlikely that any significant number of nurses and essential hospital personnel will benefit from these developments. Property developers and landlords will always look for the most profitable outcome. Housing of nurses is a distraction.</p> <p>* Also very limited information has been provided to justify the development of the Labor Club. It is unclear why this development has been linked to this plan. Why is it necessary to increase the scale of this development?</p> <p>* consideration should be given to improving and expanding the playground in Alison Road</p>

3.3. Facebook




Randwick City Council
November 21 at 9:30 AM · 🌐

...

We've developed a strategy that guides the sustainable growth and physical development of Randwick town centre over the next 15 years. We're focussing on a few key areas, including:

- > Strengthened heritage 🏠
- > Consolidated town boundary 📐
- > Promote planned growth ✅
- > Improved Public Spaces 👤
- > ... See More



Randwick City Council has developed a draft Planning Strategy for the Randwick Junction Town Centre.

👍 10


2 Comments 1 Share

👍 Like

💬 Comment

➦ Share


Oldest ▼



Tim Sneesby
Some great initiatives with public domain improvements 🙌 Would love to have seen some 3D modelling re: proposed new heights to understand impact 😊

👍 1

Like · Reply · 2w



Gara Baldwin
Please improve the car park entry/exit to Royal Randwick shopping centre. There should be traffic lights there so you can go south when leaving. That should also provide a safe pedestrian crossing, whereas now people risk their lives dodging traffic wh... See More

👍 3

Like · Reply · 2w



Randwick City Council
December 1 at 7:14 PM · 🌐

...

Our Randwick Junction Planning Strategy is currently open for your comments. One of the elements proposed by the draft is improved public spaces for people, including activated laneways, better pedestrian access, enhanced seating and more. Here are some artists impressions of what this might look like. Hop onto our website to have your say on this strategy:

<https://www.yoursay.randwick.nsw.gov.au/randwickjunctions...>



👍❤️😄 53

23 Comments 2 Shares



Matt Mead

Is there any change to the Belmore Rd traffic layout?
Unless you calm the traffic and make it pedestrian friendly it's going to remain horrible. Activating laneways is wishful thinking.
Yes, I'll put my comments in the feedback 😊

Like · Reply · 1w

1



Eddee Lambert

Please don't put up a big painting of old people, get local artists and put something that is going to bring the space to life, have a better expression of local culture.
Randwick is a gateway to so many suburbs and and local meeting point for East and... [See More](#)

Like · Reply · 1w

1

↳ 2 Replies



Sammy Jo

Forget planning, fix what you already have. Why have you not fixed the black spot of Maroubra Road and Mons Avenue????? This is negligence of a council of the highest degree **Randwick City Council**

Like · Reply · 1w

4



Gavin Fields

That sort of idea is welcome for me, reminds me of lane cove in some pictures. So activating laneways and refreshing shop fronts will make a difference. As will plants, nice lighting and more seated areas creating the right environment (ie no traffic o... [See More](#)

Like · Reply · 1w · Edited

3















Katrina Drewer

With all the unit developments south of Randwick what are the plans for traffic to transit through to get to city. Pictures are pretty but completely unrealistic-cars just don't disappear

Like · Reply · 1w

5

-  **Tor Momsen**
Seems the centrepiece of the strategy is really allowing high rise (up to 10 storeys) development on three main blocks, ie Royal Randwick and Randwick Plaza - <https://www.yoursay.randwick.nsw.gov.au/.../186765/download> ...
Like · Reply · 1w 4
- ↳ 3 Replies
-  **Adele Zee**
MORE TREES PLEASE!!!! ...
Like · Reply · 1w 5
-  **Tarryn Berelowitz Libby** 😱 1 ...
Like · Reply · 5d
-  **Nelson Kay Montanna Green** ...
Like · Reply · 1w 1
-  **Keisha Palmer**
Wow so nice love this Michelle Rene ...
Like · Reply · 1w
-  **Jennifer Magary Eva Neumann** have your say ...
Like · Reply · 1w
-  **Lia Rigney Paul Rigney** ...
Like · Reply · 1w
-  **Chris Daly**
where are all the dumped supermarket trolleys??? ...
Like · Reply · 1w · Edited
-  **Ollie Kerby Andrea Riquelme** ...
Like · Reply · 1w
-  **Mia Sabel Sira Giacco** lol ...
Like · Reply · 1w
↳ 1 Reply
-  **Katy Beeson Joel** ...
Like · Reply · 1w
-  **Anthony Grech**
United Nations agenda 21/30 smart cities,more high rise apartments coming,beware with more traffic that's the plan ...
Like · Reply · 1w 1



Randwick City Council

December 2 at 4:54 PM · 🌐



Want to know more about the Randwick Junction Planning Strategy? Our Strategic Planning team will be at the Margaret Martin Library, Royal Randwick Shopping Centre on Friday 4 December from 9.30am to 4.30pm. Come along to ask a question or share your thoughts - we'd love to have a chat and hear from you!



4. Next Steps

A. Submissions

Add once report is PDF'd

BIKEast

Go Get

Individual submission

ABC Planning 1

ABC Planning 2

AMP Capital

Candalepas Associates

Individual submission 2

DRAFT

