



Randwick Junction Town Centre Strategy

August 2020 - Appendix 1

Contents

Part A - Overview

1.0	Purpose	4
2.0	New strategy	4
2.1	Background.	4
2.2	Planning review	5
3.0	Key drivers and challenges	6
4.0	Community engagement	8
4.1	Community input summary background	9
5.0	The study area	11

Part B - The Town Centre

1.0	Regional and local context	12
1.1	Randwick Junction - a snapshot	12
1.2	Local planning framework	13
1.3	Local planning policies	15

1.4	Metropolitan planning	16
2.0	Socio-economic trends	17
2.1	Employment trends	17
2.2	Strategic sites	17
3.0	Public transport	17
4.0	Transport	18
4.1	Parking	18
5.0	Active transport	19
5.1	Walking catchment	19
5.2	Cycling catchment	19

Part C - Vision and Strategy

1.0	The vision	20
2.0	The themes	20
3.0	Sustainability	21
4.0	Heritage context	22
4.1	Heritage review	24

5.0	The Centre at a glance	27
6.0	Business and economy	28
6.1	Projected jobs growth	29
6.2	Economic and retail trends	29
7.0	Randwick Junction Town Centre Affordable Housing Contribution Scheme	30
8.0	Urban Design Analysis	32
8.1	Recognising development constraints	33
8.2	Urban design principles	34
8.3	Built form strategy	35
9.0	Public domain	44
9.1	Landmarks and views	46
9.2	Public spaces, green spaces and incidental spaces	48

Part A - Overview

1.0 Purpose

This draft Planning Strategy sets out the vision, strategies and implementation actions to guide the sustainable growth and physical development of the Randwick Junction Town Centre (RJTC) over the next 15 years. It forms the basis for changes to land use and built form controls in the Randwick Local Environmental Plan 2012 (RLEP 2012)¹ and the Randwick Development Control Plan 2013 (DCP 2013), together with improvements to the public domain to enhance the liveability, sustainability and economic prosperity of the town centre.

The draft Planning Strategy has been informed by considerable background research and analysis and extensive community engagement and is consistent with the Randwick City Plan, in particular Action 4a to achieve Outcome 4 – Excellence in urban design and development.

2.0 New Strategy

2.1 Background

The planning framework for Randwick Junction was last reviewed in the mid-1990s. Since then, Randwick Junction has developed into a multi-purpose retail and commercial Centre with a strong interface with the Randwick Education and Health precinct, with benefits from a large residential, visitor and employment catchment, and strong forecast employment growth in the vicinity. Its central position in the historic development of Randwick has generated significant heritage values which have guided the planning framework for the Centre to date.



Part A - Overview

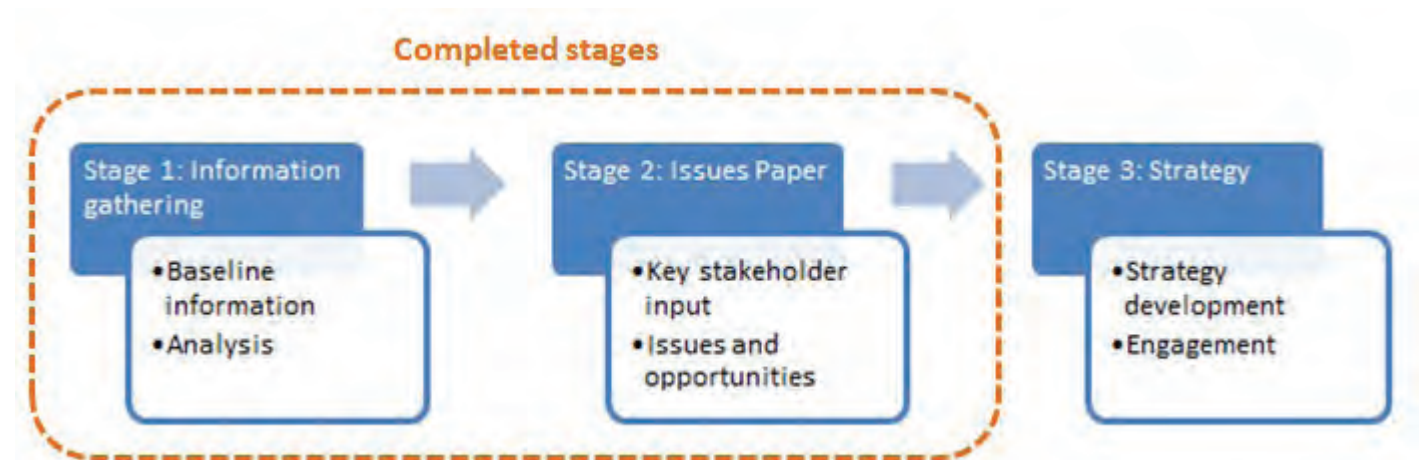
Internally, the centre faces the challenges of a public domain in need of rejuvenation and refocused place making. Additionally, whilst it already has a vibrant, functional retail/commercial precinct, this is mainly concentrated around the southern part of the town centre closer to the light rail stop and medical precinct with the northern part of the town centre susceptible to greater commercial and retail vacancy and business stress.

The Randwick Junction is also in the process of transition, stemming from the light rail and its new terminus on High Street. The light rail will not only transform people's travel behaviour but will have a direct impact on the town centres' identity, accessibility, functionality and amenity. It is also likely to be a catalyst for urban renewal and growth as envisaged by the State Government's Metropolitan Planning objectives for key transport corridors in Sydney, and evidenced in other precincts and cities that have introduced such infrastructure.

2.2 Planning Review

The planning review process underlying the Strategy began in 2016 with the preparation of the Randwick Junction Issues Paper which should be read as the background report to this Planning Strategy. The draft Issues Paper was endorsed by Council on 23 June 2016, and provides a detailed overview of the study area, including the legislative context, existing conditions, and issues and opportunities. It identifies a number of pertinent planning, urban design and public domain challenges affecting the town centre, together with strategic directions to be addressed in the subsequent Strategy.

The Planning Strategy comprises Stage 3 in the Planning Review process. It builds on the findings of the draft Issues Paper, and contains a range of objectives, strategies and actions to guide the future sustainable growth and development of the town centre.



Part A - Overview

3.0 Key Drivers and Challenges

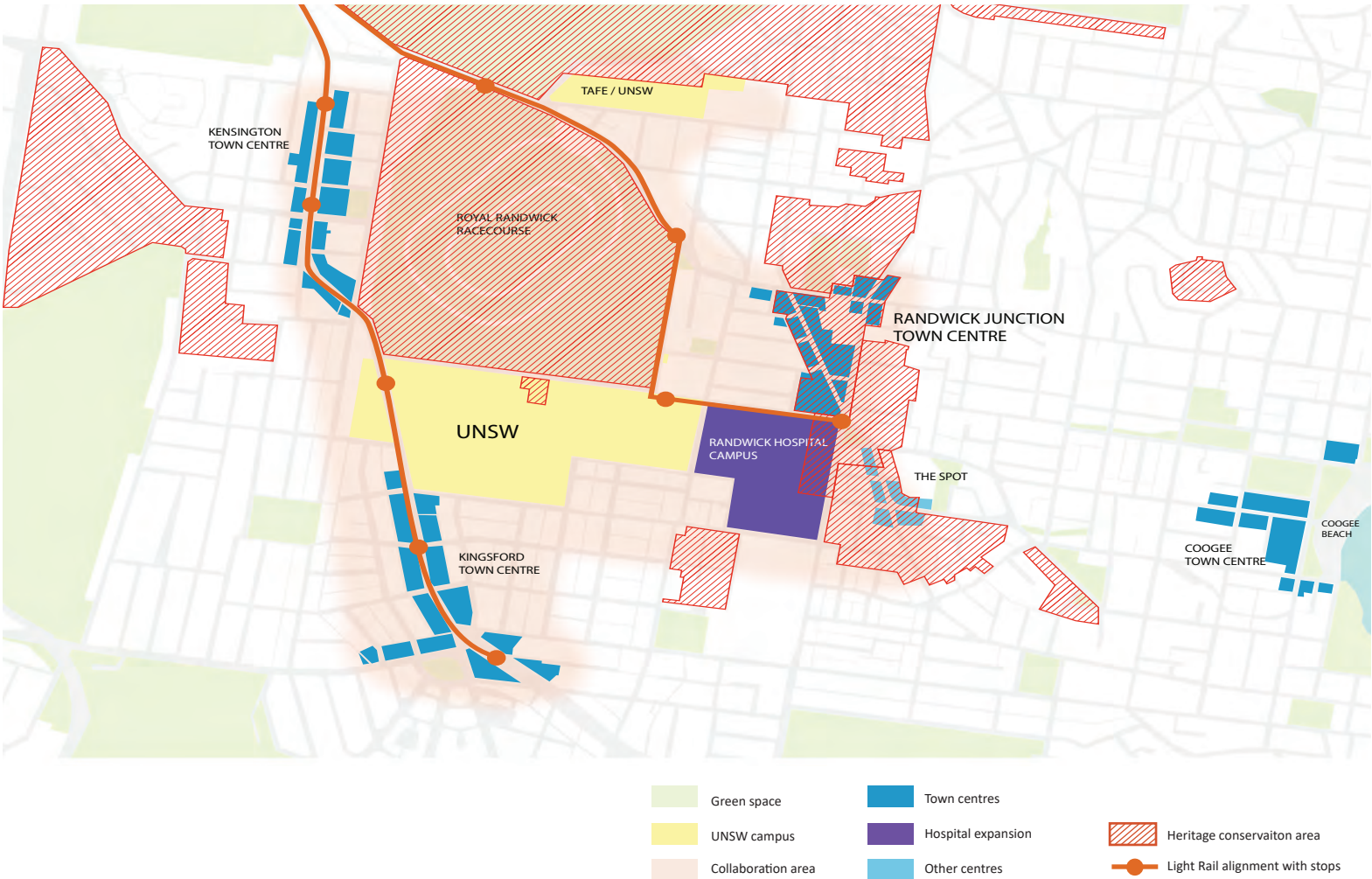
This draft Planning Strategy takes into account and responds to a number of drivers and challenges affecting the RJTC which are summarised as follows.

1 District Planning Priorities

The Eastern City District Plan (ECDP) sets out a 20-year plan and 40-year vision for the East District, which includes, among other things, ‘Internationally competitive health, education, research and innovation precincts’. One of these precincts is designated as the Randwick Strategic Centre which includes the RJTC. The ECDP has a projected job target of about 35,500 jobs by 2036 for the Hospital & University Campus. The future development and growth of this precinct will generate a demand for more floor space for retail/commercial/medical uses. The RJTC will need to plan and service for this target.

Council’s study estimates the demand within RJTC to be approximately 79,000 sqm by 2031. Randwick Junction is already close to maximum floorspace generation (approximately 70,000sqm) under the current controls in the Randwick LEP 2012.

Randwick Junction’s proximity to the Randwick Health Campus and the University of NSW, and an established medium density residential area within walking distance of the Centre. The Centre’s catchment includes a significant employment component in addition to a larger local residential population. In addition to its retail and local service function, the Centre contains community facilities including a library and early childhood health centre, and a notable number of specialist medical and allied health uses.



Part A - Overview

Randwick Junction Town centre's role in this context, given its location as the terminus of the CBD and South East light rail route, and interface with the Randwick Education and Health Strategic Centre and future Randwick Collaboration Area, is important in that the mixed-use precinct in Randwick Junction, together with those in the Kensington to Kingsford Corridor will be planned to support the Collaboration Area's growth and liveability for workers, residents and students.

Leveraging the CBD to South East light rail to create complementary employment opportunities, the centre deliver affordable housing for key worker and student populations and facilitate improved connections to residential areas.

With the increase in service industries associated with the Hospital and University Campus, there will be a need to provide lower income housing and affordable housing within the RJTC.

This has particular implications on the local businesses in the area ability to hire the essential key workers needed to support these businesses. Randwick's Hospitals Campus has noted the difficulty in filling job vacancies for specialist nurses (such as paediatric and neonatology nurses) who are highly desirable in terms of international competition for their skills and being priced out of living in the area.

2 CBD to South East Light Rail

The Randwick branch of the CBD and South East Light Rail project was completed and became operational in December 2019. The line introduces a future high capacity and high frequency service connecting Randwick Junction town centre, the University of NSW and Health Campus on High Street to Central Station and Sydney CBD, as well as the sporting facilities at Moore Park and Royal Randwick Racecourse.

Rail project was completed and became operational in December 2019. The line introduces a future high capacity and high frequency service connecting Randwick Junction town centre, the University of NSW and Health Campus on High Street to Central Station and Sydney CBD, as well as the sporting facilities at Moore Park and Royal Randwick Racecourse.

With the Randwick branch catering for up to 4,500 passengers per hour in peak periods, Randwick Junction will need to plan for an:

- increased pedestrian movement within the centre, and
- increased economic activity generated by the light rail.

The light rail will not only transform people's travel behaviour but will have a direct impact on the town centres' identity, accessibility, functionality and amenity. It is also likely to be a catalyst for urban renewal and growth as envisaged by the State Government's Metropolitan Planning objectives for key transport corridors in Sydney, and evidenced in other precincts and cities that have introduced such infrastructure.

3 Changes in retail shopping trends

Economic studies commissioned by Council have identified an increasing trend towards:

- more frequent shopping trips (largely associated with the shopping expectations future demographics of the Hospital & University Campus), and
- a renewed trend towards convenience shopping formats and increased shopping locally with the RJTC.

These trends in retail shopping will drive a need to reinforce the economic role of Randwick Junction.

Part A - Overview

4.0 Community Engagement

Stage 1 : Information Gathering

The first stage – baseline information gathering – was largely sourced through a combination of inhouse research, data collection and analysis, and commissioned specialist studies and advice. Key components include a heritage review; a land use audit including business name and category; economic and social research and forecasts; floor space and capacity analysis; site analysis and urban design study and built form and character analysis.

Stage 2 : Issues Paper

In order to understand local experiences, issues and aspirations, input from key stakeholders in the town centre was obtained. Stakeholders included town centre businesses as well as nearby institutions which form a strong customer base such as the Randwick Health campus, the University of NSW and nearby schools. Wider community consultation was also conducted through Council's YourSay Randwick website.

The outcomes from stakeholder and community and the baseline information gathered during Stages 1 and 2 have been incorporated in an Issues Paper, which informs the key issues and opportunities that the draft Strategy addresses in Stage 3.

Stage 3 : The Strategy

The subject draft Planning Strategy comprises Stage 3 in the Planning Review process. It builds on the findings of the draft Issues Paper, and contains a range of objectives, strategies and actions to guide the future sustainable growth and development of the town centres.



Stage 1: Information gathering

- Baseline information
- Analysis



Stage 2: Issues Paper

- Key stakeholder input
- Issues and opportunities



Stage 3: Strategy

- Strategy development
- Planning proposal Preparation



Part A - Overview

4.1 Community Input Summary Background

Community views about the town centre

This map is a summary of what the community liked and disliked about the town centre. Place-specific comments have been identified on the map. The input from consultation has also been broken down into the categories of the analysis and opportunities section below.

MOVEMENT

- The town centre is accessible by public transport.
- There are a good range of parking options but it is hard to access and not well designed.
- Lack of bicycle access and parking.
- The footpaths are narrow and constrained, making it difficult for pedestrian circulation.
- Poor pedestrian safety.

STREETSCAPE

- Sections of footpath with new paving is great. There are still sections with patchy paving work that needs to be improved.
- There is not enough landscaping or open space.
- Can be dirty with rubbish.

TOWNSCAPE

- Appreciate the parks in the area that provide a retreat from the busy shopping precincts. The public spaces within the town centre need improvements (see place-specific comments).
- The built form needs physical improvements with run-down shopfronts that are uninviting
- Enjoy the overall character of the area which is evident through the variety of places to eat, range of shops, low scale buildings and its historical, village feel.

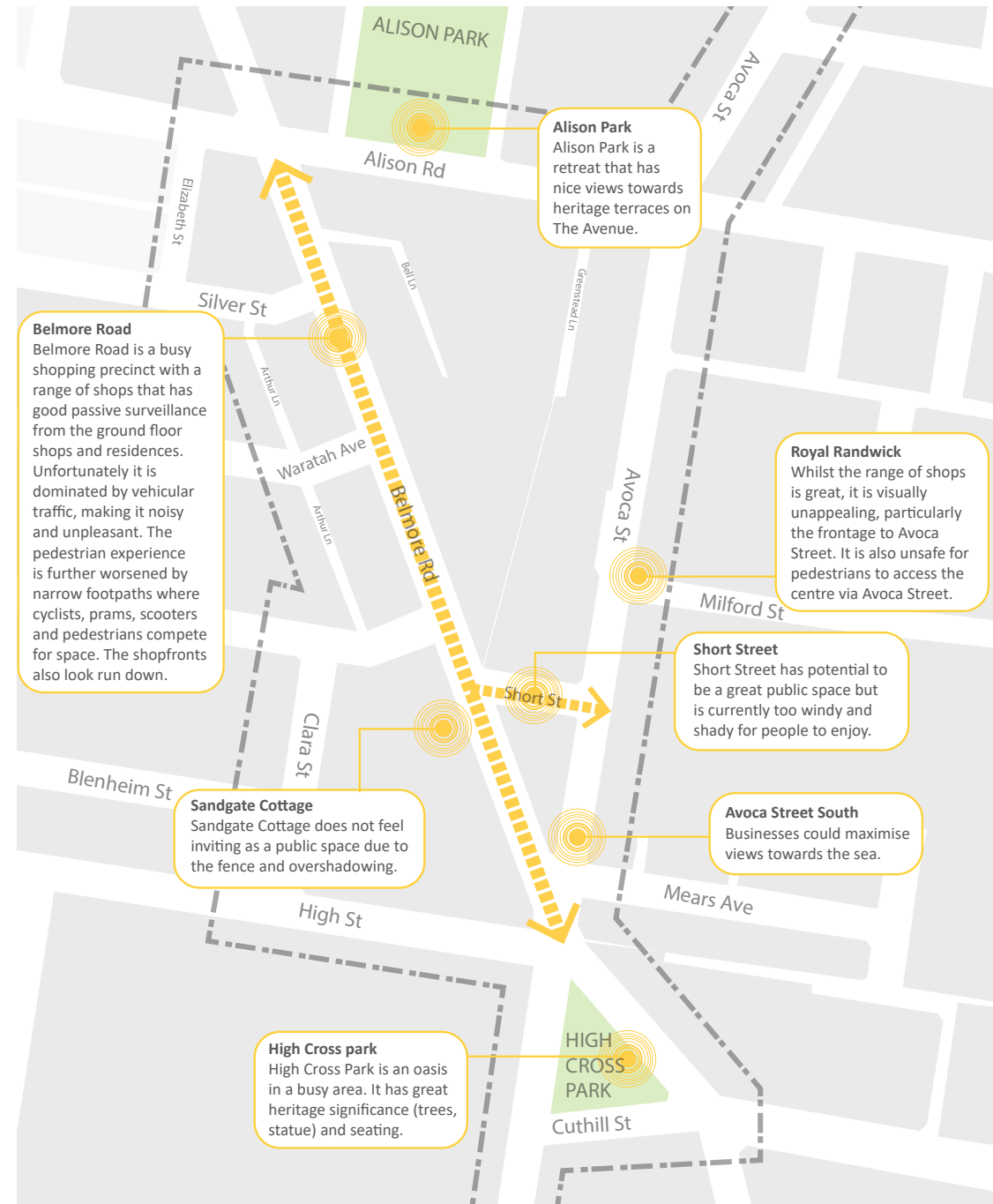
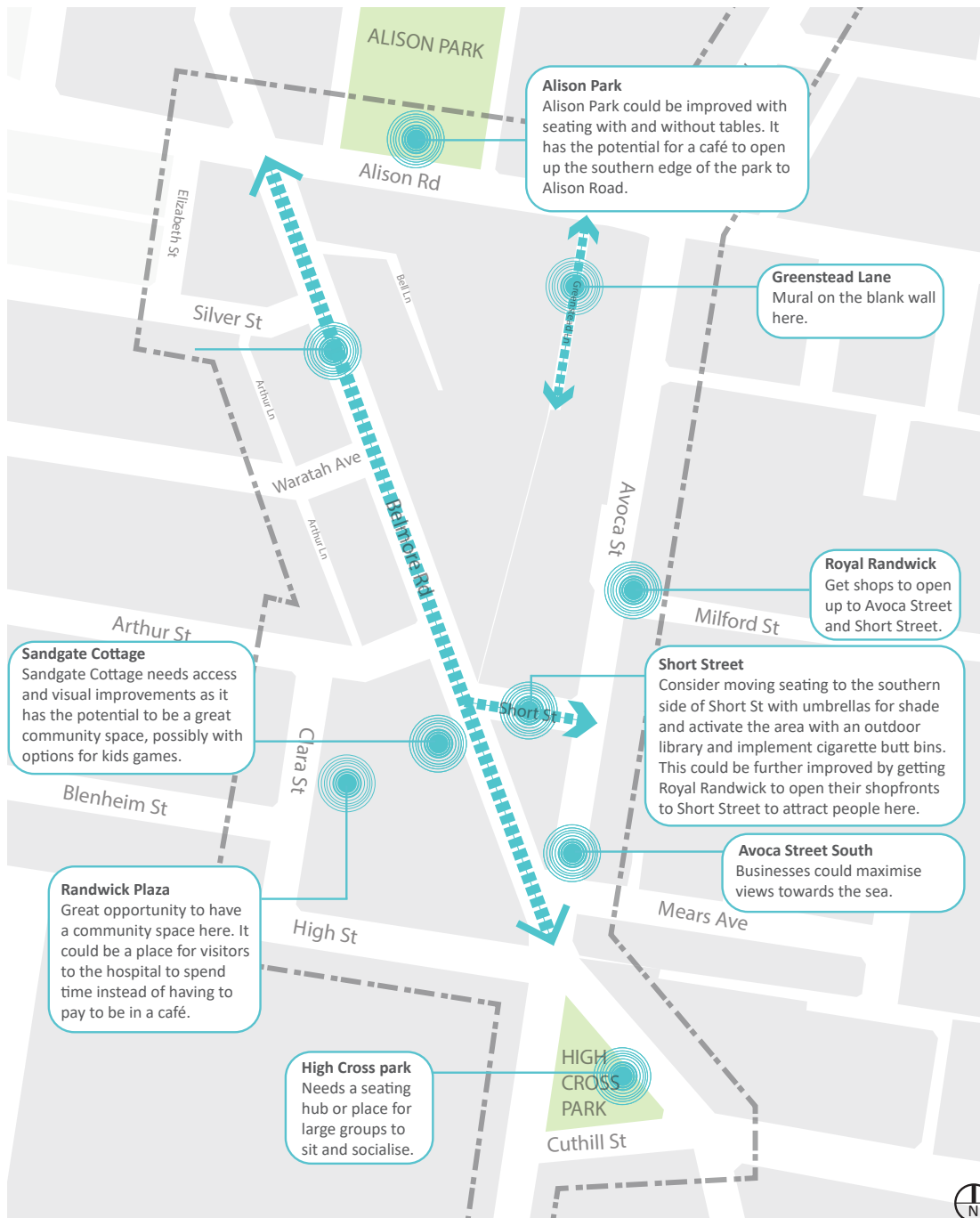


Figure 11: What people liked and disliked about the town centre



Ideas for Improvement of the town centre

This map is a summary of the community's ideas for improvement of the town centre. Place-specific comments have been identified on the map. The input from consultation has also been broken down into the categories of the analysis and opportunities section below.

MOVEMENT

- Introduce more bicycle parking and separate cycle lanes.
- Need to restrict private vehicular traffic.
- Need more options for public parking.
- Improve accessibility for less mobile pedestrians – including providing accessible parking.
- Prioritise pedestrians.

STREETSCAPE

- Increase general public seating (i.e. not allocated to bus stops).
- Remove visual clutter.
- Introduce hanging planter baskets.
- Widen footpaths and install footpath blisters.
- Needs more planting through increasing trees with colour and landscaped areas.

TOWNSCAPE

- Quiet open spaces.
- Address improving the laneways to make them somewhere to explore.
- More outdoor dining, but only if the rubbish can be regulated to reduce polluting the town centre.
- Need more wayfinding, particularly for the visually impaired. These could be tactile with braille.
- Need for community space.
- See more things in the evening and improve the night time economy.

Figure 12: Community Ideas for the Town Centre

Part A - Overview

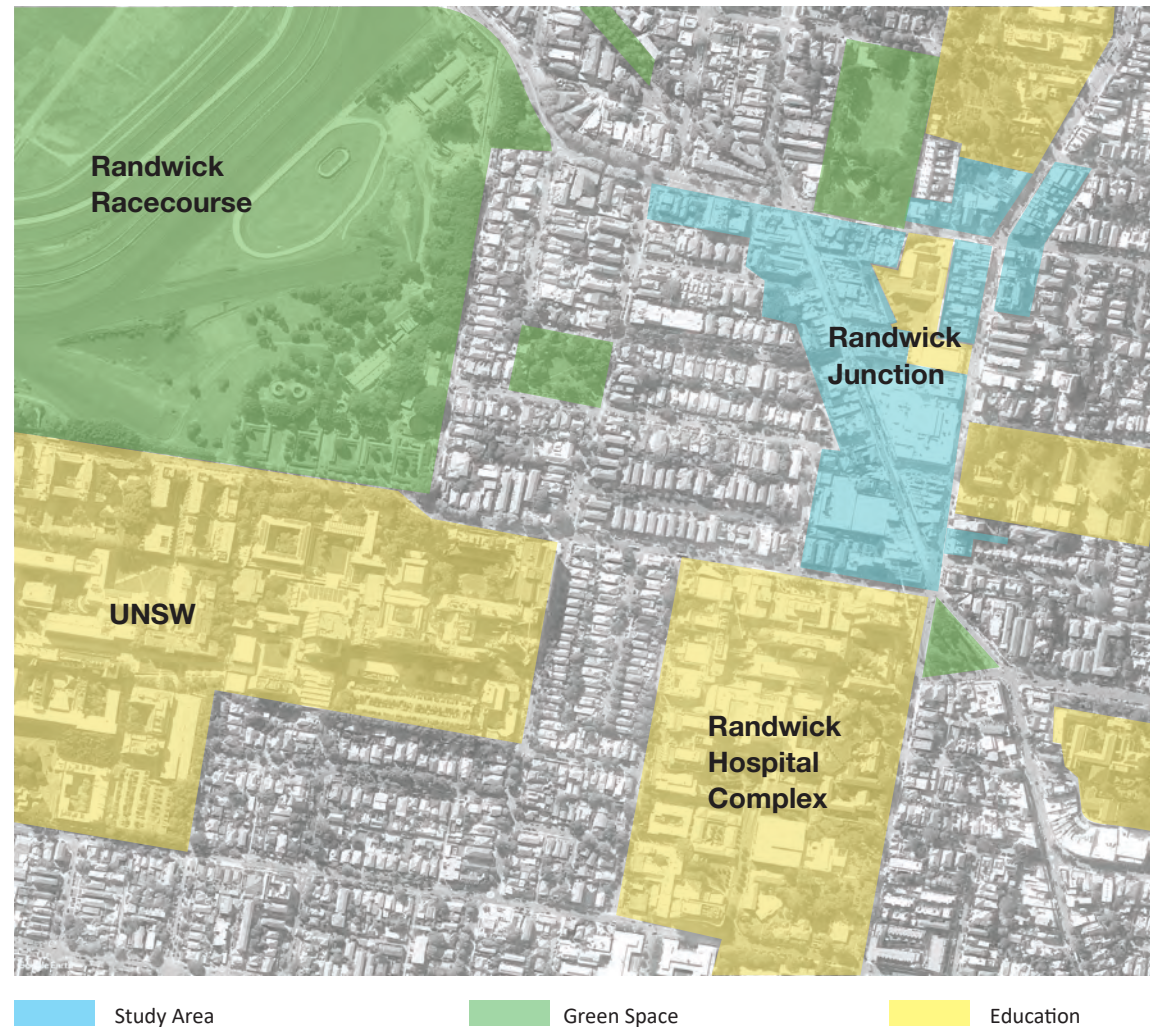
5.0 The Study Area

The Planning review Study Area comprises the RLEP 2012 B2 Local Centre zoned land that makes up the Randwick Junction Town Centre as indicated in the following map. The study area also includes six groups of residential zoned sites identified for inclusion in the Randwick Junction Town Centre. The six groups of properties are outlined below:

1. Nos. 119, 121, 123, 125, and 127-129 Alison Road (5 properties currently zoned R3)
2. Nos 144, 146, 148, 150, 152-154 and 156, 158, 160 and 162 Avoca Street (9 properties in total currently zoned R3)
3. Nos 66 and No 68 Arthur Street (2 properties in total currently zoned R3)
4. No 56-58, 60 and 62 High Street & No 17 and 19 Clara Street (5 properties in total currently zoned R3)
5. Nos 201, 203, 205, 207, and 209 Avoca Street (5 properties in total currently zoned R3)
6. Nos 23 Waratah Avenue and 44 Waratah Avenue, 9 Arthur Lane and 69 Arthur Street (4 Properties in total currently zoned R3)

The inclusion of these properties has been analysed as part of the Randwick Junction Issues Paper and is warranted as they:

- Are located on the edge of the town centre such that inclusion would better reflect the existing pattern of retail/commercial uses in the town centre
- Achieve a contiguous and consistent zoning across the existing block and provide a defined edge to the business zoned land. This will strengthen the centre by increasing opportunities for additional business uses/mixed uses to support future growth.



Part B - The Town Centre

This section provides a snapshot of the Randwick Junction town centre including key characteristics and scenarios for growth and change. A detailed assessment of the town centre's existing conditions and opportunities and challenges is included in the draft Issues Paper.

1.0 Regional and Local Context

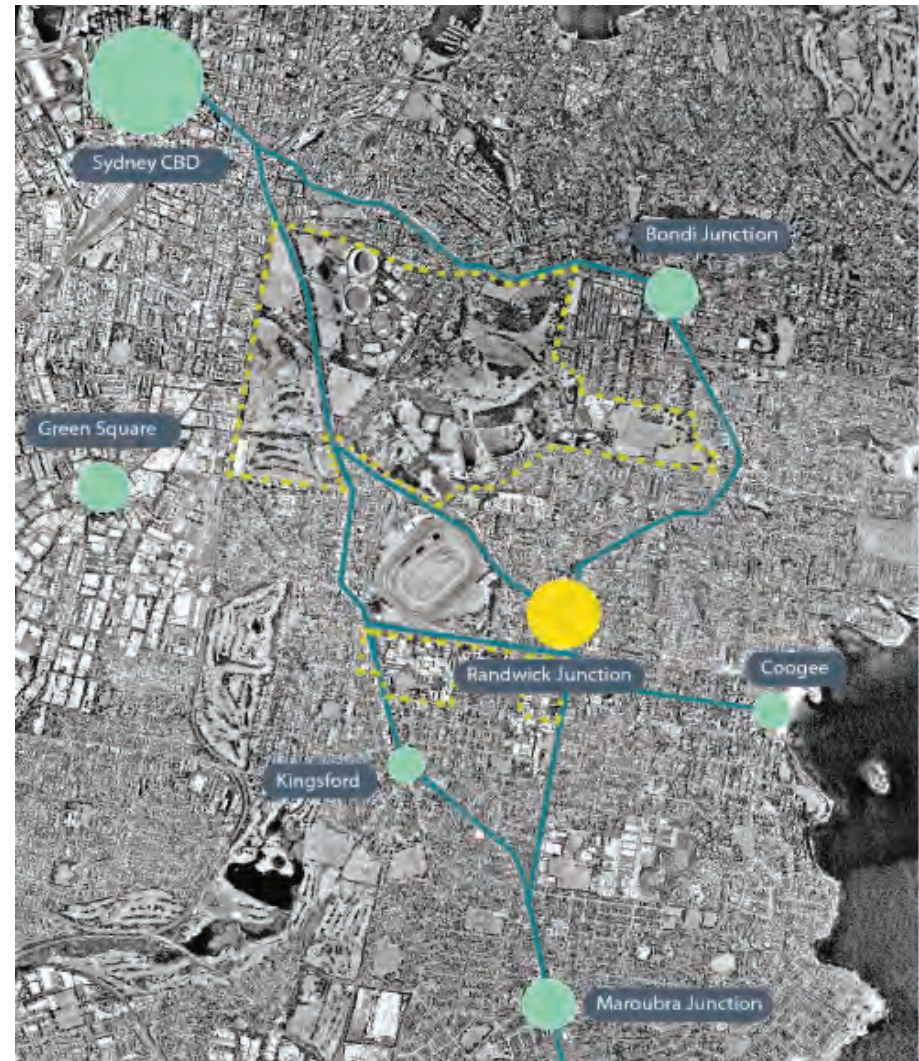
Randwick Junction is located in Sydney's Eastern suburbs, 8km from Sydney CBD and 7km from Sydney Airport. Nearby centres include Bondi Junction, 2.6km to the north, and Maroubra Junction 3.5km to the south. Key corridors linking Randwick Junction to the city and other centres include Avoca Street, Anzac Parade and Alison Road. Key sites and destinations are the Randwick Health Campus, the University of NSW, Royal Randwick Racecourse, Randwick TAFE, Centennial Parklands and the sport stadium cluster of SCG/SFS.

1.1 Randwick Junction: A Snapshot

A key feature is Randwick Junction's proximity to the Randwick Health Campus and the University of NSW, and an established medium density residential area within walking distance of the Centre. The Centre's catchment includes a significant employment component in addition to a larger local residential population. In addition to its retail and local service function, the Centre contains community facilities including a library and early childhood health centre, and a notable number of specialist medical and allied health uses.

Randwick Junction is comparable to Maroubra Junction in terms of retail/commercial floorspace.

Randwick Junction enjoys a complementary relationship with The Spot, located approximately 500m to the southeast. The Spot contains a high proportion of leisure, food and beverage uses, while Randwick Junction's role is more typical of a town centre, with a focus on convenience retail, local services, health, medical and community uses.



Part B - The Town Centre

1.2 Local Planning Framework

Randwick LEP 2012 outlines the applicable land use zones, principle development standards and key planning provisions for Randwick City. The key controls for Randwick Junction are outlined below:

Land Use Zone	B2 Local Centre
Maximum Height	12 metres
Maximum Floor Space Ratio	2:1
Heritage	Randwick Junction Heritage Conservation Area; 26 heritage items (mostly listed in groups)

The current planning framework also recognises the important heritage values and character of the Centre, with the whole Centre nominated as a Heritage Conservation Area, and containing 26 heritage items.

Land zoning

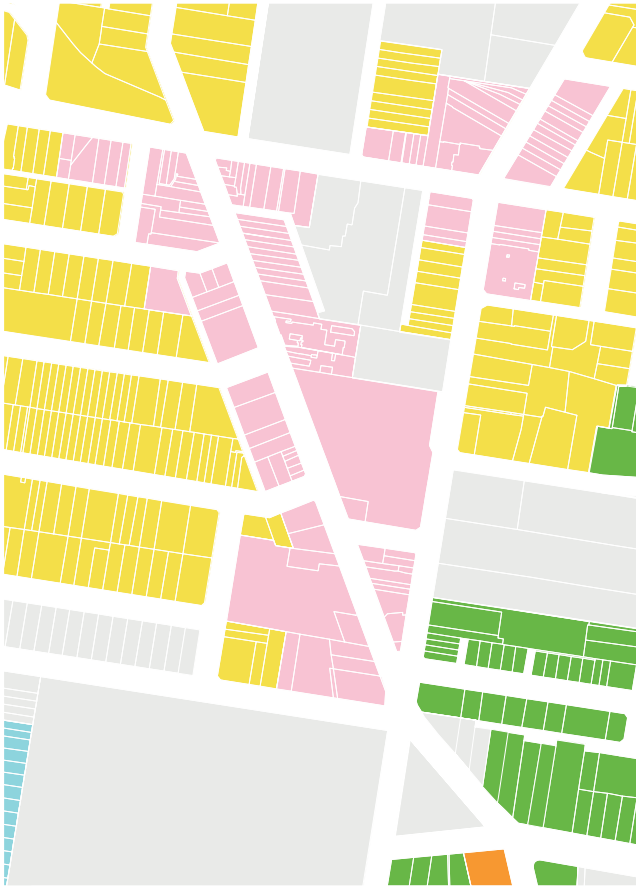


Height of Building

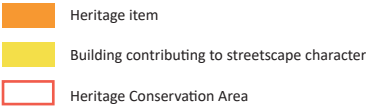


Part B - The Town Centre

Floor Space Ratio



Heritage



Part B - The Town Centre

1.3 Local Planning Policies

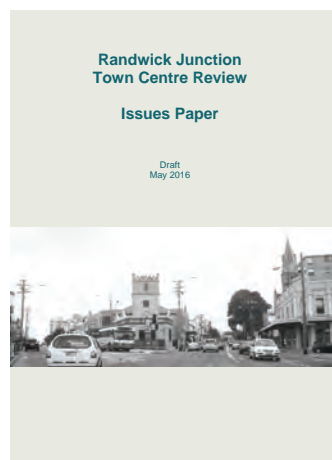


Randwick DCP 2013

The Randwick DCP contains a site-specific chapter for Randwick Junction. The controls in this chapter originate from a previous review of the town centre in 1999. The DCP has a focus on the heritage values of the town centre and identifies:

- Key views and urban structure
- Contributory buildings and architectural styles
- Current and desired future character

Objectives and controls provide guidance on site planning and building design and character, as well as specific guidelines for signage and outdoor dining.



Heritage review (2015)

A review of the heritage characteristics of the Town Centre has been commissioned to inform the Randwick Junction Town Centre Review, and to update a previous urban design and heritage study undertaken in 1994. This commission included:

A review of the boundary of the Heritage Conservation Area

- A review of heritage items, contributory buildings and detracting buildings
- Preparation of updated statements of significance for Heritage Items and the Randwick Junction Conservation Area

The recommendations of this review are included in the analysis section of this Paper.



Randwick City Plan (2015)

Council's 20 year community strategic plan, the Randwick City Plan, notes the role of Randwick Junction as an important transport interchange with an art deco character.

This Review will respond to relevant directions in the Randwick City Plan to foster vibrant commercial centres that meet the needs of our community as places to work, shop, live and socialise; and provide for ongoing and diverse employment opportunities.

Economic Impact of Light Rail (2016)

This Study provides a framework to guide economic development in Randwick City. It recognises the important role of local government in identifying and addressing challenges, as well as promoting and facilitating opportunities for the economic development and employment of the local area. This project is consistent with the action in the Economic Development Strategy to develop town centre strategies to rejuvenate and revitalise each centre.

Draft Belmore Road Public Domain Study (2015)

The Belmore Road Public Domain Study was prepared with a focus on actions that Council could implement to improve the public domain, appearance and amenity of Belmore Road, as the primary pedestrian and retail activity generator in the Town Centre.

This Issues Paper incorporates key initial findings and recommendations from the Public Domain Study.

Part B - The Town Centre

1.4 Metropolitan Planning

The Greater Sydney Region Plan, A Metropolis of Three Cities (the Plan) was released by the Greater Sydney Commission (GSC) in March 2018. The Plan sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney.

The Plan is built on a vision of three cities (the Western Parkland City, the Central River City and the Eastern Harbour City) where most residents live within 30 minutes of their jobs, education and health facilities, services and recreational spaces. Each of the three cities will be supported by metropolitan and strategic centres.

The Randwick Junction Town Centre is located within the Randwick Strategic Centre and adjacent to the Randwick Collaboration Area, all of which form part of Eastern Economic Corridor. The Collaboration Area contains the 'Health and Education Precinct' comprising the UNSW, Prince of Wales public and private hospitals, the Royal Hospital for Women and Sydney Children's Hospital. Randwick Junction, together with other town centres surrounding the Collaboration Area are planned to support the area's growth and liveability for workers, residents and students.

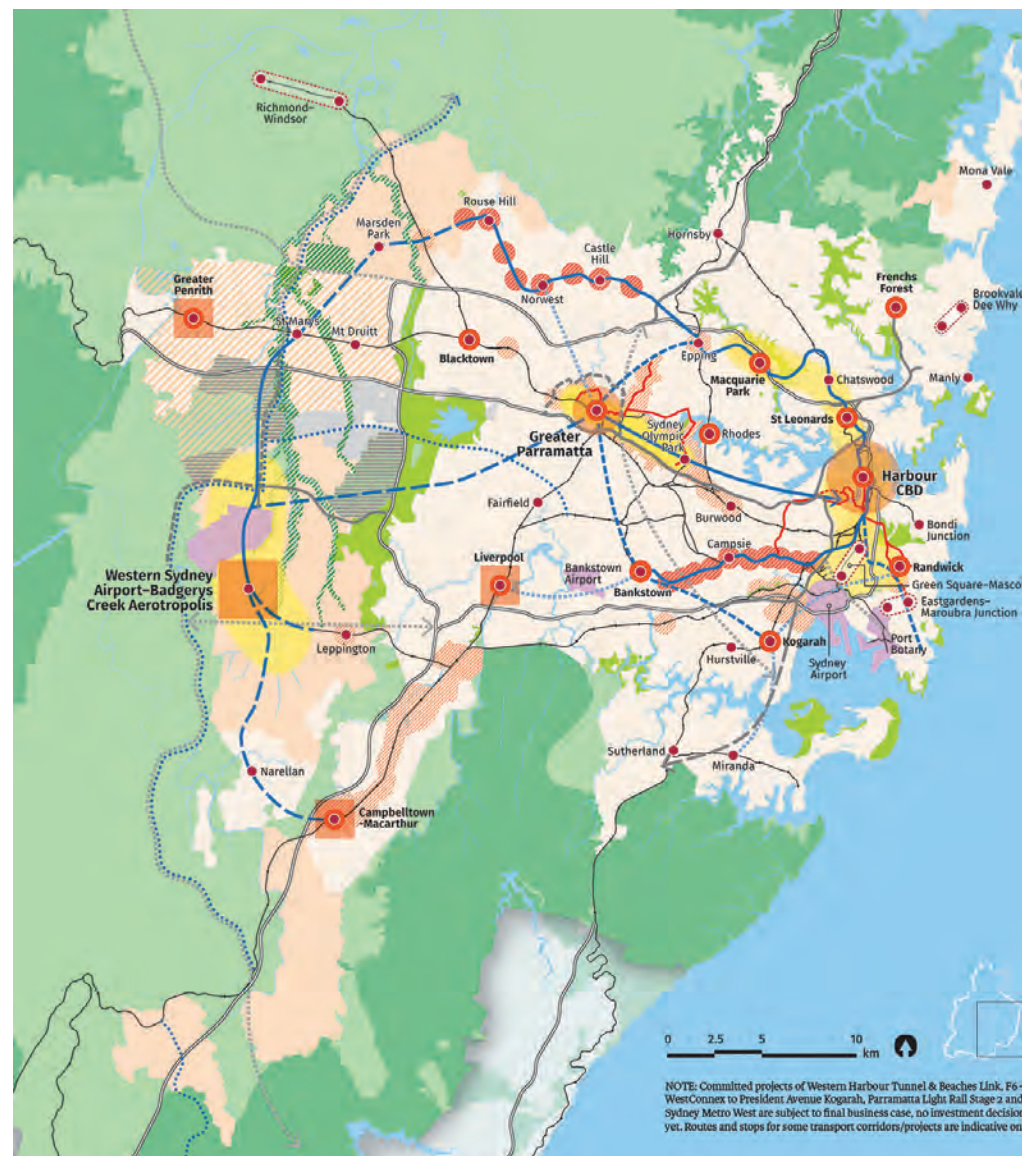
Eastern District City Plan

The Eastern City District Plan (ECDP) sets out a 20-year plan and 40-year vision for the East District, which includes Waverley, Woollahra, Sydney, Inner West, Burwood, Strathfield and Canada Bay local government areas. The District Plan sets out directions with supporting planning priorities.

Objective 21 of the Plan 'Internationally competitive health, education, research and innovation precincts' is of relevance to the proposed development. Objective 21 emphasizes the importance of tertiary education institutions in the development of health and education precincts into internationally competitive innovation districts. The Randwick Health and Education Precinct is will become an internationally competitive innovation district described in the Plan as 'transit-accessible precincts with an active ecosystem that includes health and education assets, surrounded by a network of medical research institutions, a mix of complementary industry tenants, housing, ancillary facilities and services'.

Randwick Junction Town centre's role in this context, given its location as the terminus of the CBD and South East light rail route, and interface with the Randwick Education and Health Strategic Centre and future Randwick Collaboration Area, is important in that:

- The mixed-use precinct in Randwick Junction, together with those in the Kensington to Kingsford Corridor will be planned to support the Collaboration Area's growth and liveability for workers, residents and students.
- Aligns redevelopment to improve and integrate the urban area to attract and support a vibrant and modern community.
- Capitalises on the mass transit system to create complementary employment opportunities, deliver affordable housing for key worker and student populations and facilitate improved connections to residential areas.
- Investigates more efficient approaches to energy, water and waste.



Part B - The Town Centre

2.0 Socio-economic Trends

2.1 Employment Trends

Job numbers for the Randwick Junction Town Centre are projected to grow from 3,255 jobs to 4,100 jobs by 2036, an increase of around 24%. It is expected that almost 80% of the future jobs growth will occur in the industries of retail trade, food and beverages, education and healthcare.

To ensure the town centre achieves the projected jobs growth, adequate employment floor space should be generated within the town centre. Its proximity to the Randwick Education and Health Strategic Centre will support the employment needs of an emerging innovation district which will stimulate economic activity and jobs growth. The need to provide for adequate employment floor space within the town centres is discussed in more detail under Part C.

2.2 Strategic sites

The draft Issues Paper provides an analysis of existing floor space capacity and redevelopment potential of the Randwick Junction Town Centre, resulting in the identification of a number of key opportunity sites.

These sites have been further refined in the development of this draft Strategy, and three distinct strategic opportunity sites have been identified. The sites are distinguished by the following key factors:

- Sites that have a consolidated pattern of land ownership
- Sites that are strategically located to maximise locational benefits around strategic transport nodes. These nodes are the High Street light rail stop and terminus in the Randwick Junction Town Centre, and Wansey Road light rail stop.

- Two strategic opportunity sites will be located in the southern part of the town centre and one strategic opportunity site in the north will act as a business activity core and magnet in this northern part of the town centre.
- Existing development located in the southern part of the Randwick Junction Town Centre are largely 1-3 storey mixed business properties with moderate to significant remaining capacity and are likely to be redeveloped in the medium term following possible lot consolidation.

3.0 Public Transport

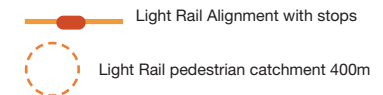
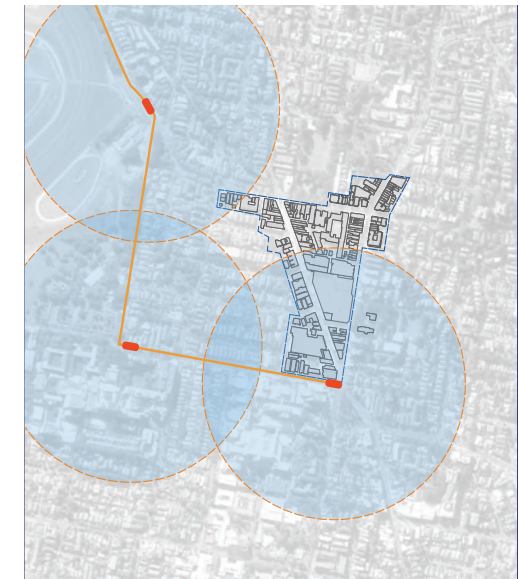
Light Rail

There will be additional cross-regional services along Belmore Road particularly during peak times. While the State Transport Authority (STA) are yet to announce the bus network and services in and around Randwick Junction in the future, Transport for NSW (TfNSW) has advised that all express buses and some of the existing buses to the City from the east and south will be maintained and that the bus network will be scalable and flexible to respond to demand as need arises.

The Light Rail service to Randwick Junction commenced on 14 December 2019. The light rail currently has services to Randwick that is designed

to operate as a turn-up-and-go service, every 8-12 minutes between Central and Randwick in the 7am-7pm peak on weekdays. This rate of service will become consistent particularly as the light rail passes the “bedding-in” period.

There will be a transition period for evaluation of the bus network alongside the operation of the light rail. With the Light Rail Stop in High Street, a number of bus operational changes associated with the introduction of light rail will mean that Randwick Junction becomes a major interchange point for people transferring between bus services and light rail. This will lead to an increase in the number of people travelling between bus stops on Belmore Road and the light rail stops on High Street. Accordingly, transport capacity within the Randwick Junction Town Centre can be met if the light rail together with buses continue to service the surrounding precinct. This will become more clearer when the STA adjusts and finalises the bus service levels that will fully integrate with the Light Rail service.



Part B - The Town Centre

4.0 Transport

4.1 Parking

The Eastern City District Plan recognises the opportunity to integrate car sharing, rideshare and other emerging sustainable modes with public transport to help connect residents to town centres within 30 minutes. As stated in the NSW Apartment Design Guide, car sharing is a key element which complements sustainable travel modes, and allows residents to reduce their reliance on private vehicles. The Guide also outlines that reduced parking requirements promote a reduction in car dependency and encourage walking, cycling and use of public transport. The requirement to provide an appropriate number of parking spaces to accommodate users (and ensure there are no adverse on street parking impacts) must be considered in the context of reducing traffic generation resulting from a higher quantum of on-site car parking. Provision of parking for alternative forms of transport such as car share vehicles, motorcycles and bicycles should also be provided for, as part of a strategy to reduce reliance of private car ownership.

4.1.1 Existing Controls

Currently, for developments within the Randwick Junction Town Centre, the DCP 2013 has a parking rate for the required number of parking, bicycle and motorcycle spaces to be provided for both residential and commercial development. For the residential component of developments, as per the NSW Apartment Design Guide, the car parking rates of the RMS Guide to Traffic Generating Development apply, overriding Council's car parking rate.

4.1.2 Proposed Controls

This Strategy proposes new car parking controls as shown in the table to the right. These new car parking rates are based on RMS car parking rates for town centres that are within 800m of Light Rail stop. The whole of the town centre is within 800m of the High Street Light Rail stop. The proposed car parking rates align with key sustainability initiatives to encourage active transport practice (walking, cycling and public transport) and reduce reliance on private cars, as well as to reduce environmental impacts by mitigating traffic congestion within the centre.

Use	Proposed
Studio	0.2
1-bed	0.6
2-bed	0.8
3-bed	1.1
Student accommodation	0 min
Boarding houses	0.5/room (AHSEPP)
Visitor	0.2
Business premises	1 per 125m ²
Restaurants, cafes, food and drink	1 per 100 ²
Supermarkets	2.5 per 100 ²

Parking Requirements - Vehicles

Part B - The Town Centre

5.0 Active Transport

Active transport, including walking and cycling, accounts for a major method of access to and from Randwick Junction. In a YourSay Randwick Survey in 2017, almost half of all people visiting Randwick Town Centre make the journey by active modes of transport, with 41% of survey respondents walking and 5% cycling. Approximately half of all visitors to Randwick Junction live less than one kilometre away. Travel by active transport over these short distances is highly suitable and can be encouraged by the provision and maintenance of safe, efficient and amenable connections for people walking and cycling.

It is expected that with the future establishment of the Randwick Health and Education Precinct as a global innovation district adjacent to the Randwick Junction Town Centre, active transport strategies will be required to connect communities within the innovation district with Randwick Junction. This strategy will include

- place design principles to encourage walking and cycling and thus promote the opportunity to use active transport within and around the town centre
- engage with the health and education community to explore and achieve optimum access for their community.
- engage with the State Government to establish low on Belmore Road to encourage people to walk and ride.

5.1 Walking Catchment

Much of the Prince of Wales Hospital, Sydney Children's Hospital and the northern part of the University of NSW (UNSW) campus are within a 10-minute walk of Randwick Junction. A number of residential neighbourhoods and schools are also within this short walking catchment.

Table 2 outlines the population within the walk-up catchment to Randwick Junction. The neighbourhoods and communities within a 10-minute walk to Randwick Junction contain approximately 5,000 residents and account for around half of all visitors to Randwick Junction. There are presently more than 24,000 residents within a 20-minute walk to Randwick Junction.

5.2 Cycling catchments

Providing an attractive environment for the general public to cycle requires careful consideration of the interaction between people riding and other street users in order to provide safe, amenable and coherent connections to, from and between key attractors. Whilst the sharing of street space with general traffic can be safe and amenable for cyclists when speeds and traffic volumes are low, a solution where bicycles are separated from traffic is generally required on busier roads.

There is limited cycle infrastructure connecting directly into Randwick Junction although the network of local streets provides some connectivity to the north and west. Roads connecting to the east and south carry high volumes of traffic and as such are less amenable for those cycling. Avoca Street and Alison Road respectively carry around 1,900 and 1,300 two-way vehicles per hour in the AM peak.

A study for Council by ARUP has measured the cycling catchment of Randwick Junction according to the surrounding network of local streets and dedicated cycle infrastructure. Busy roads without dedicated infrastructure were excluded from the analysis as these routes are not desirable for the casual cyclist. The gradient of streets was also accounted for.

The ARUP study collated the following dedicated cycle infrastructure within 10 minutes cycle of the Junction:

- A shared path along Alison Road and Anzac Parade north of Alison Road;
- Bicycle shoulder lanes on Doncaster Road and Houston Avenue;
- A shared path along north side of Darley Road adjacent to Centennial Park;
- A shared path along south side of Alison Road between Darley Road and Wansey Road;
- Shared path on Wansey Road between Alison Road and High Street

Although cycling has a relatively small mode share for people travelling to Randwick, it is the mode with the greatest potential, with large catchments of residents able to reach the centre within a short ride. The adjoining table shows that there are 34,000 residents within a 10-minute cycle of Randwick Junction, and over 68,000 within a 15-minute ride.

Time	Area	People living within catchment
10 minutes	55 ha	5,000
15 minutes	149 ha	12,500
20 minutes	303 ha	21,000

Time	Area	People living within catchment
10 minutes	385 ha	34,000
15 minutes	818 ha	68,000
20 minutes	1,529 ha	112,500

Part C - Vision and Strategy

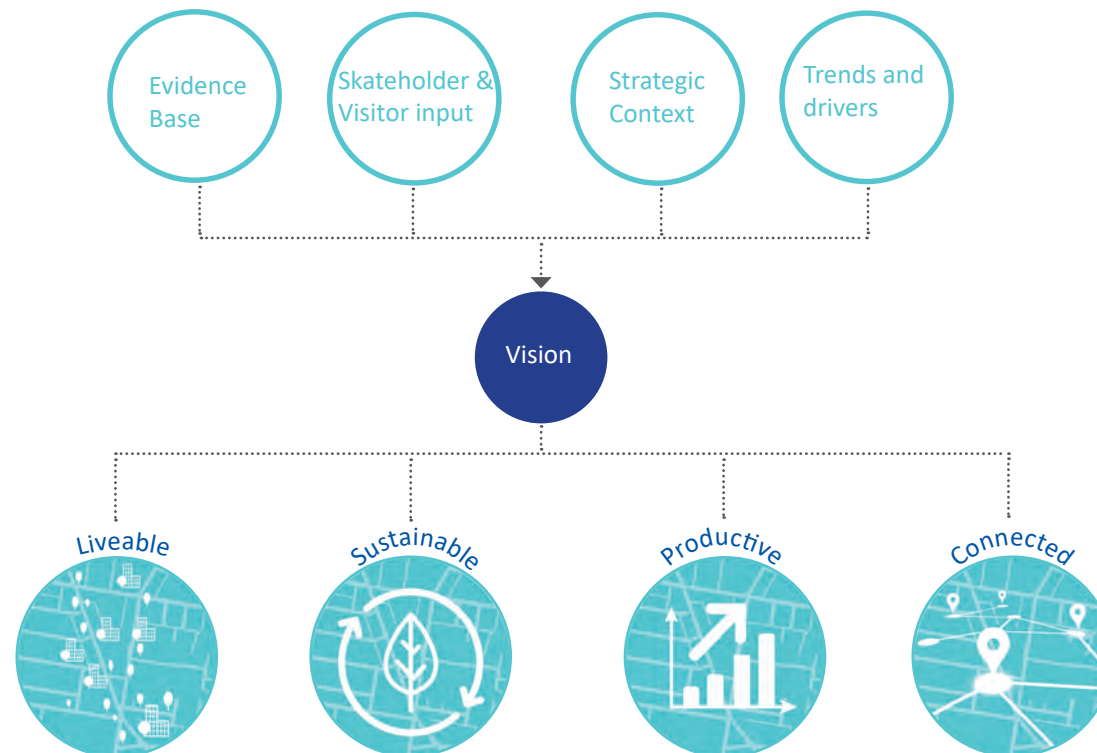
1.0 The Vision

Randwick Town centre will be confident, engaging and vibrant. It will be an active, accessible and attractive place to live, work and relax. This strategy has developed the following principles:

- To protect and enhance the human scale streetscape and the heritage significance of the area by promoting excellence in architecture, which positively contributes to the public realm.
- To provide great public places – rejuvenated public squares and activated laneways will provide a variety of high quality, interesting spaces for Randwick Junction into the future.
- To promote commercial and retail growth with a key focus in select opportunity sites to meet the expected future demand from the adjoining education, health and innovation precincts.
- To promote a balanced approach to transport and traffic that provides ease of access to sustainable modes of transport while encourage a mix of business, which caters to the local and broader community.

2.0 The Themes

The strategy is guided by 4 interrelated themes, being Liveable, Sustainable, Productive and Connected which are derived from the Greater Sydney Commission's Eastern City District Plan and align with the Randwick City Plan.



Part C - Vision and Strategies

3.0 Sustainability

Council is committed to strive for best practice architectural and environmentally sensitive design, with a focus on energy efficiency, water conservation, waste and resource minimisation. These principles and their related actions are outlined in Council's 20 Year Randwick City Plan, including encouraging design excellence and sustainability across all development. This draft Strategy also commits to the principles of travel demand management, reducing reliance on private vehicles and providing for enhanced public transport, pedestrian and cycle networks to facilitate user-friendly access to the town centres and surrounding destinations.

With these principles, this strategy promotes the following sustainability strategies for the town centre.

- Controls to encourage the centres to evolve as environmentally sustainable districts with a focus on best practice environmentally sensitive design, energy efficiency, water conservation, waste and resource minimization.
- Integrate more vegetation into the town centre and wherever possible implement water sensitive urban design practices.
- All applications are to include electric vehicle charging stations.
- Buildings at opportunity sites are to achieve more than 5-star green star performance and other infill sites to achieve a minimum 5 star.
- Design of buildings to encourage sufficient solar access.
- Localised automated waste collection system to be included in basements. Guidelines have been prepared to encourage underground piping for waste to be collected via automated suction equipment fitted on garbage trucks. This will reduce truck movements, deliver improved amenity on streets and enable for efficient use of floor space previously allocated to garbage storage.

Part C - Vision and Strategies

4.0 Heritage Context

The Centre is located within the Randwick Junction heritage conservation and has a mixture of historical building stock, contemporary, and sympathetic development. Randwick Junction has been the centre for commercial activity in Randwick since the establishment of the village in the mid nineteenth century.

Randwick was declared the first suburban municipality in NSW in 1859. In its earliest days, the suburb transformed from a village of some 30 houses with poor access in the 1840s to

a suburb with trams and great access by the 1880s. Significant population growth coincided with the introduction of the tram service and the baby boom of the 1960s and 1970s, leading to large scale subdivision and a concentration of flat development surrounding the centre. As a result of further major developments around Randwick, such as the University of New South Wales, Randwick Junction eventually became the commercial hub it is today.

As a key transport node, a number of historic buildings were built along Avoca Street. Critical

in the establishment of the Randwick village was the construction of the St Jude's Anglican Church in 1865. St Jude's became the epicentre of village life in Randwick. Additionally, the first Randwick to Sydney horse omnibus and the first mail service were established on the site of the Coach and Horses Hotel in 1859, reflecting a strong relationship between Randwick Junction and early transport and communications in the district. The Randwick Town Hall is an additional historic building that contributes to the heritage value of Avoca Street.



Figure 3: Coach and Horses Hotel historic photos.



1850

1850s Sydney Omnibus Company operated horse buses 4 times daily to Randwick.

1856 Construction of the first building on the Randwick Health Campus by Edmund Blacket.

1859 Randwick declared a suburban municipality, first in Australia.



Pre Colonial Cadigal people's territory relied on local swamps and vegetation. Earth pathways (or 'maru') to coastal areas were created.

1823 First land grants in Randwick.

1848 Blenheim house completed by Simeon Pearce.

Images: Randwick City Council Image Library



1865 First derby day at Randwick Racecourse attended by 12,000 people.

1867 Catherine Hayes Hospital construction – First Hospital on the Randwick Health Campus.

1874 First Statue of Captain Cook erected in Australia corner Belmore Road & Avoca Street.

1883 Randwick Public School opened.

1888 Centennial Park opened.



Belmore Road is a good example of a traditional commercial “strip” (linear) style centre. Buildings are typically two or three storeys and are generally built to the street alignment, for the full width of the allotment, with ground floor retail space. In the Federation and Inter War periods, development of the commercial centre continued. There was considerable expansion on the western side of Belmore Road, with original nineteenth century cottages gradually replaced by shops. Of these original dwellings only Sandgate Cottage remains in Belmore Road.



Figure 4: Belmore Road in 1959

Many of the important sites in the early development of the commercial area were at the street intersections. The former Star and Garter Inn (circa 1859) was one of the earliest hotels in Randwick. No.119 Belmore Road, at the corner of Short Street, was the site of the post office from 1878 to 1897. The single most striking building within the heritage conservation area is the former Star and Garter Inn, notable for its distinctive castellated sandstone tower and the adjacent statue of Captain James Cook.

There have also been several developments since the 1940s that detract from the historical, infill commercial style at the heart of the centre. These buildings include Randwick Plaza with its uncharacteristic built fabric; Royal Randwick Shopping Centre that, while it maintains its human scale on the eastern side of Belmore Road, has a largely unappealing frontage to Avoca Street; the converted Gemini hotel at 65-71 Belmore Road; and 66 High Street. These larger-scale developments at 65-71 Belmore Road, and 66 High Street are inconsistent with the predominant low scale development in Randwick Junction.

1900

1915 Destitute Children’s Asylum became a military and repatriation hospital.

1921 Tram service from Central Railway to Maroubra via Anzac Parade.



1930s Largest municipality in population outside City of Sydney. Flat construction boom; conversion of large Victorian houses to flats & boarding houses. Significant population increase and new subdivisions for ‘garden suburbs’ of Kingsford and Kensington.



1950

1949 University of NSW founded on the old Kensington Racecourse.

1950s Expansion of suburbs south of Maroubra. Increased overseas migration. Migrant Hostel on the Old Tote site UNSW.

1953 Military and repatriation hospital renamed Prince of Wales Hospital.



2000

2000s Development of medical research institutions on Randwick Health Campus.

2001 Prince Henry Hospital relocates to Prince of Wales Hospital.

2010 Frank Lowy Cancer Research Centre, UNSW, opened by Prime Minister and Premier.

Part C - Vision and Strategies

4.1 Heritage review

RJTC falls within the Randwick Junction heritage conservation area and includes many heritage items. In recognition of the heritage significance of the town centre and its ongoing significance in the future design and development of the town centre, a Heritage Review of the Randwick heritage conservation area was commissioned in December 2014. The Heritage Review reviewed existing heritage items, contributory buildings and the heritage conservation area boundaries.

The Review provided up-to-date heritage information to inform the Randwick Junction Town Centre Strategy. Re-evaluation of the components of the heritage conservation area will ensure that opportunities and constraints within the town centre can be clearly identified. Many of the Randwick Heritage Study Inventory Sheets for the heritage items were prepared in the late 1980s and early 1990s, and the Statement of Significance for the heritage conservation area was prepared in 2000.

The Heritage Review provided an opportunity to update the Inventory Sheets for the heritage items and an updated Statement of Significance for the heritage conservation area. As a result of the comprehensive review, three new potential Heritage Items have been recommended for listing in Schedule 5 of the Randwick LEP 2012, with no changes to the existing Heritage Conservation Area boundaries or existing Heritage Items.

The following strategies reflect review findings and aim to strengthen any future DCP controls to ensure that new infill development is sympathetic to existing contributory buildings, respects the historical development of the town centres and maintains the historical village character of the town centre as reflected in community feedback.

	Strategies		Actions
1.	Protect the heritage character and fabric of buildings that reflect the historical development of the town centres	a)	Continue to protect the heritage significance of heritage items and contributory buildings through the consistent and rigorous application of relevant RLEP 2012 heritage provisions and DCP 2013 guidelines for heritage conservation
		b)	Amend the Randwick LEP 2012 to add the following to the list of new heritage items to be listed and conserved in the Randwick Junction town centre:
			1 Belmore Road, Randwick; 167-171 Alison Road, Randwick; 179-181 Alison Road, Randwick
		c)	Amend the DCP 2013 to add the following to the list of contributory buildings to be conserved and retained in the Randwick Junction town centre:
			55-58 Clara Street, Randwick; 60 Clara Street, Randwick; 62 Clara Street, Randwick; 66 Clara Street, Randwick; 68 Clara Street, Randwick; 159-157 Alison Road, Randwick; 153-155 Alison Road, Randwick; 11 Silver Street, Randwick; 2-6T Alison Road, Randwick
		d)	Amend the DCP 2013 to introduce a co-ordinated signage strategy to prevent visual cluttering and physical damage to significant facades.
		e)	Amend the DCP 2013 to incorporate additional controls for rectification of intrusive changes to the facades of contributing buildings within the Randwick Junction heritage conservation area.
		f)	Amend the DCP 2013 to incorporate additional controls for contributory buildings including the requirement for the submission of a Heritage Impact Statement.

This page has been left intentionally blank

BELMORE ROAD - WEST



Part C - Vision and Strategies

3.0 The Centre at a glance



Part C - Vision and Strategies

6.0 Business and Economy

The Randwick Health & Education precinct, incorporating the University of NSW and Randwick Health campus, as well as the surrounding town centres of Randwick Junction, The Spot, Kingsford and Kensington is a key driver of economic activity in Randwick City, and is its largest employment precinct. Together with the Kensington and Kingsford town centres, Randwick Junction will need to be interconnected with the innovation district in terms of residential, employment and community areas allowing people to work, live, move, interact and share knowledge and ideas. By 2036, almost 70% of jobs growth in the LGA is expected to be accommodated within this area when the areas around Randwick Junction are expected to mature into an innovation district.

The Eastern City District Plan recognises the recent expansion of digital and creative industries that has placed an increasing demand on suitable workspaces. As such, planning controls to allow a sufficient supply of workspaces and provide flexibility for these enterprises will be required in key locations such as Randwick Junction. These include providing for a range of permissible uses and activities and allowing for a suitable night-time economy as well as opportunities to deliver cultural infrastructure, and walking and cycling connections, alongside these spaces. By 2036, the areas around Randwick Junction are expected to mature into an innovation district with a highly integrated university and health campus.

Industry/land use	2016	Jobs 2036	16-36	Share in Centre (%)	Ratio* (eq.m./job)	Est. floorspace demand		
						2016	2036	16-36
<u>Based on NSW BTS projections</u>								
Office/commercial	517	599	82	95%	30	14,731	17,074	2,343
Accommodation/pub	86	104	18	95%	75	6,093	7,379	1,286
Retail/F&B	855	1,014	159	95%	30	24,377	28,913	4,536
Education	606	817	209	35%	30	6,389	8,583	2,194
Health/medical	730	1,009	279	40%	30	8,765	12,107	3,343
Manufacturing/blue collar	158	209	51	10%	75	1,184	1,570	385
Arts/other services	238	260	21	95%	60	13,583	14,798	1,215
Other	62	75	13	n.a	n.a	n.a	n.a	n.a
Total	3,255	4,087	832			75,122	90,424	15,301
<u>Potential 'uplift' from light rail</u>								
Uplift factor	10%	on growth		Uplift factor		10%	on growth	
Total jobs	3,255	4,171	916	Total floorspace		75,122	91,954	16,832
Difference	0	83	83	Difference		0	1,530	1,530

Notes:

1. Office/commercial/includes industries J, K, L, M, N, O
2. Accommodation includes approx 25% of Accommodation and flood services
3. Retail/F&B includes 75% of Accommodation and flood services and 100% Retail trade
4. Education includes Education and Training
5. Health/medical includes Health care and social assistance
6. Manufacturing/blue collar includes Industries A, B, C, D, E, F, I
7. Arts/other services includes Arts and recreation and Other services
8. Other is not stated/inadequate data

* Some employment ratios differ compared with Tables 2.3 and 3.3, in order to match estimated employment floorspace
Source: NSW Bureau of Transport Statistics (2014); MacroPlan Dimasi)

Part C - Vision and Strategies

6.1 Projected jobs growth

The projected increase in jobs for Randwick Junction is outlined in the adjoining table with the town centre expected to grow from 3,255 jobs to 4,087 jobs by 2036, an increase of around 24%.

The table presents a detailed projection of jobs growth by industry for the Randwick Junction town centre based on NSW BTS data. As shown, almost 80% of the future jobs growth is expected to occur in the industries of retail/food & beverages, education and healthcare.

Projected Floor Space Growth

Including vacant floor space, there is currently an estimated 75,000m² of employment generating floor space within the Randwick Junction town centre. Taking into account projected employment growth and the potential increase in demand arising from the light rail, employment floor space demand 'in-centre' is estimated to grow by around 15,000 m² by 2036. Of the projected demand for floorspace, 4,500m² is projected to be retail/food and beverages, 2,200m² is projected to be education, and 3,300m² is projected to be health/medical services. Analysis by Macroplan Dimasi recommended that around 15,000 – 15,500m² additional floor space be allowed for within the Randwick Junction centre, to sufficiently accommodate jobs targets and enable the development of additional commercial, health and education uses, and convenience-based retail facilities.

This floor space growth will be enabled through implementing a built form strategy that utilises a building envelope approach to restrict taller buildings to key opportunity sites and require all podium levels to be dedicated for commercial and retail uses.

2016	2036	Change	
		No.	%
3255	4087	832	24

Projected increase in employment in Randwick Junction town centre

6.2 Economic and retail trends

Broad research indicates that consumer behaviour over the past decade has changed, with increased demand for a stronger 'experience' and a greater choice. A trend towards smaller, more frequent shopping trips has also created renewed interest in the convenience format and shopping locally to home and/or the workplace.

While many traditional strip-based town centres struggle to compete with large footprint standalone shopping centres and the emergence of on-line shopping, town centres have the advantage of being genuine public spaces, open to a diversity of activities, with strong potential to capitalise on their convenience and ability to offer a valued social and civic space with a range of functions.

Randwick Junction also has the advantage of a large customer base from the adjacent Health Campus and University of NSW in addition to the local residential community. Randwick City Council's community research provides an insight into community preferences for town centres. These are summarised below and indicate that Randwick City's town centres and facilities are highly valued within the community.

Community Preference	Response
Prefer to shop in local neighbourhood	93% agree or strongly agree
Attractiveness of town centres	73% important or very important
Vitality of town centres	73% important or very important
Council libraries	71% important or very important



Part C - Vision and Strategies

7.0 Randwick Junction town centre affordable housing contributions scheme

The future development and growth of Randwick Junction and the adjoining health and education precinct will generate a demand for more employment floor space for retail, commercial and medical uses within the town centre and precinct. A projection in employment for this centre will generate demand for services typically staffed by lower income earners, such as cafe workers and shop assistants. In order for the Randwick Health and Education Centre to maintain its international standards as research and teaching excellence centres and supporting local businesses to grow, it must have the ability to retain a stable workforce to help run it. The availability of affordable housing as well as convenient access to the work place is an important consideration for job applicants and existing employees.

Without provision of more affordable forms of housing, the market can be expected to continue to produce more expensive housing in the area, so that housing will only be affordable to households on relatively high incomes. Importantly, there is also a need to ensure housing choice that will attract a diverse range of people to the town centre, contributing to social vibrancy.

Strategic context for the delivery of affordable housing within Randwick Junction town centre

Randwick City's Local Strategic Planning Statement (LSPS) and Housing Strategy identifies the need to provide for affordable rental housing as part of any future housing supply, as part of a rezoning and/or major redevelopment site. The City's LSPS and Housing Strategy identifies a 10% social and affordable rental housing target to be achieved by 2041.

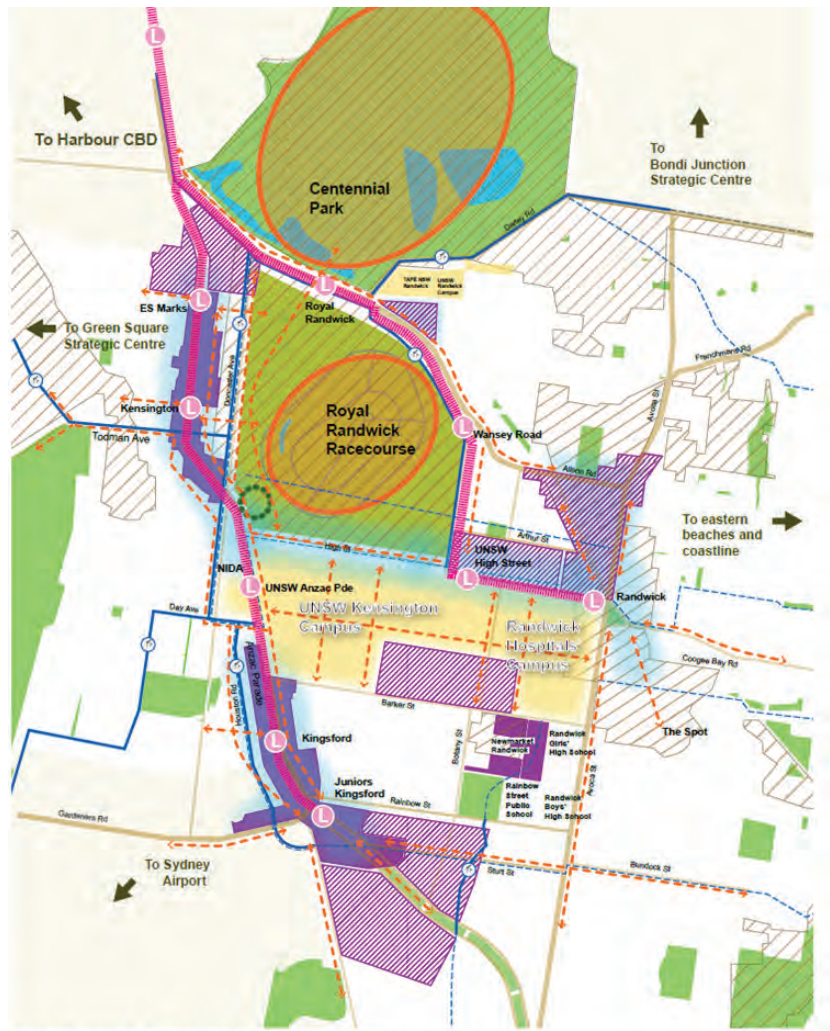
To achieve this target, Council will require a proportion of units to be dedicated as affordable rental housing as part of the development process within identified areas. The key mechanism to ensure the delivery of affordable rental housing through the development process will be through the preparation of affordable housing contribution schemes, enabled by SEPP 70 and a local provision within the local environmental plan (i.e Randwick LEP).

Council has recently finalised an affordable housing contributions scheme for the Kensington and Kingsford town centres. The scheme aims to provide about 200 affordable rental units for low to moderate income households within the town centres over the next 15 years.

Similarly, Randwick Junction town centre is identified in the LSPS and Housing Strategy as an area by which an affordable rental housing contributions scheme will apply (see figure on next page from LSPS).

In line with the Greater Sydney Commission's Eastern City District Plan, Council will investigate an affordable housing levy in the range of 5-10% to apply to the developable floorspace within the town centre as a result of the planning changes as outlined in this strategy. Different rates of an affordable housing contribution may apply to residential and/or non-residential floorspace. This is on the basis that Randwick Junction has a greater focus on increasing its employment floorspace capacity due to the projected demands of ancillary medical uses, retail and commercial uses for the town centre rather than residential floorspace. As such, an affordable housing levy on non-residential and/ or employment floorspace in addition to residential floorspace is considered appropriate for investigation in this context.

Details of the affordable housing contributions scheme including levy will be finalised along with the Randwick Junction town centre strategy and in preparation of the planning proposal which implements the provisions of this strategy.



Inset: Randwick Collaboration Area Structure Plan



Source: Randwick City Local Strategic Planning Statement

Part C - Vision and Strategies

8.0 Urban Design Analysis

This section looks at the 'three dimensional' form of the Randwick Junction town centre. It outlines a basic built form strategy for the town centre that focuses on achieving an appropriate scale for new development; a positive relationship between new development, the public realm and the valued heritage context, and a high standard of urban design and amenity within the town centre.

The built form strategy will inform an optimum scenario of future builtform in the town centre where the distribution of builtform sensitively addresses existing development constraints and incorporates urban design principles relevant to the town centre.

This Strategy is supported by the following analysis:

- A comprehensive analysis of existing built form and condition of the public domain.
- Identification of development constraints and opportunities within the town centres.
- Preparation and testing of options to identify the appropriate typology of potential built form scenarios in terms of urban design and amenity; and
- Development of detailed built form controls having regard to:
 - An appropriate bulk, scale and massing
 - Relationship and response to surrounding development and public domain and environmental constraints
 - Capacity to accommodate additional floor space to meet future projected demand
 - Requirements of State Environmental Planning Policy – 65 and Apartment Design Guide

Objectives

- To foster an attractive urban environment with a strong sense of place and identity
- To ensure that development is of an appropriate scale and responsive to the surrounding context by concentrating development in limited consolidated sites.
- To conserve and protect heritage items and building façades that reflect the historical development of the town centre
- • To ensure that buildings are characterised by design excellence and achieve a high level of amenity
- To encourage infill and incremental development in strategic locations that support activation and respects the existing valued heritage context of the town centre; and
- • To support the integration of transport and land use.

Built Form Controls

The Randwick Junction builtform strategy utilises a building envelope approach that sets out the designated area above potential development sites within which it is deemed suitable to build upon. Building envelopes have been developed following detailed consideration of future planning and growth parameters, individual sites' context, environmental constraints, the relationship with surrounding development and opportunities to enhance the public realm.

This building envelope is defined primarily by building height and setbacks. Floor space ratio (which is the ratio of floor area generated to the site area of a development site) has not been utilised in the building envelope approach at this stage because floor space ratio can only be meaningfully calculated in relation to definitive development sites. Applying FSRs to sites that would likely to be the subject of site amalgamation would not generate optimum building envelopes in terms of height and setbacks. In these situations, the application of building envelopes upfront provide a more practical means of controlling the distribution and intensity of built form to respond to future planning and growth parameters, individual sites' context, environmental constraints, the relationship with surrounding development and opportunities to enhance the public realm.

Building Heights

As noted earlier, the Randwick Junction Town Centre is expected to accommodate additional employment and some residential floor space to meet future needs. This will require a change to the built form controls of the town centre. Building height is a key determinant of building form. The town centre has an established maximum height limit of 12m. Building height is measured from the natural ground level to the top of the roof under the RLEP 2012.

There is scope to accommodate moderate increases in permissible building height to meet projected demands in housing/employment floor space. Built form modelling of the town centre demonstrates that additional housing/employment floor space can be achieved within a mid-scale urban environment with some taller buildings clustered at strategic nodes to facilitate activation and the delivery of improved public domain (such as wider footpaths, plazas and internal courtyards).

This mid-rise built form approach is a key design concept supported by the Randwick Design Excellence Panel.

Part C - Vision and Strategies

8.1 Recognising Development Constraints

- Heritage

The entire study area is within the Randwick Junction Heritage Conservation Area (HCA). The heritage character of the study area is largely defined by 26 heritage items, mostly listed in groups.

- Contributory items

There are also a number of contributory buildings in the area which contribute to the heritage value and streetscape character of Randwick Junction. These contributory buildings are largely co-located next to heritage items and together, these items play a significant role in the scale and character of the town centre.

- Recent development

While the study area is primarily characterised by two-three storey shop-top buildings, a number of new development and substantial alterations have gradually modified the streetscape character of the area.

- Major strata buildings

There are large consolidated sites (multiple properties under single ownership) in the study area, including Royal Randwick Shopping Centre. The aggregated site areas of these sites vary from 1,400m² ~ 11,000m². The remainder of the study area shows relatively fragmented ownership.

Most of the recent development are strata titled. There are a number of older building stock which are also under a strata scheme. Minor strata buildings (i.e. strata buildings with less than 10 strata units), are generally considered less constrained and could potentially be redeveloped in the short-medium term.



Part C - Vision and Strategies

8.2 Urban Design Principles

The key urban design principles that form the basis for the built form strategy include:

- Preserve and enhance the area's distinctive heritage identity and sense of place;
- Focus density and taller buildings in a limited number of major opportunity sites with large floor plates and potential to deliver improved public domain and urban design outcomes;
- Maximum street wall height to be three storeys for new buildings in the study area;
- New development to incorporate front setbacks along High Street, to create a wide footpath near the Light Rail stop;
- Encourage opportunities for through site/mid-block pedestrian links, internal courtyards, and new or upgraded public places as part of any comprehensive redevelopment of major opportunity sites;
- Encourage active frontages along main streets, continuing down side streets and laneways;
- Seek opportunities to activate and extend retail/commercial activities to laneways; and
- Promote housing diversity, including a component of affordable housing, key worker housing, student housing and other forms of short term accommodation.



New infill with a heritage context (729 Burwood Rd, Hawthorn East, Melbourne)



New modern additions be sensitively integrated into existing buildings, Shoreham Art Gallery, UK



Moore Theological College, 1 King St, Newtown (by AJ+C)



60 Sloane Avenue, Chelsea, London, UK (by Stanton Williams)

Part C - Vision and Strategies

8.3 Built Form Strategy

The strategy recommends three basic categories of building envelopes over the town centre to achieve three development scenarios:

- Mid-rise mixed-use buildings in opportunity sites
- New infill transitional buildings in valued heritage context
- Incremental alterations and additions of heritage listed and contributory buildings.

1. Mid-rise mixed-use in Opportunity Sites

This envelope typology primarily involves a comprehensive redevelopment of opportunity sites which are sites that:

- contain large consolidated floorplates with a dominant single owner and large land use – such as a shopping centre – making these sites relatively unconstrained for future redevelopment
- have minimal heritage and strata constraints;
- are located close to key infrastructure such as the light rail stop and complementary land uses such as the hospital and UNSW campus
- are located on blocks that are separated from adjoining uses by adjacent roads and open space

There are three sites that have been identified in the town centre as opportunity sites that can accommodate mid-rise buildings.

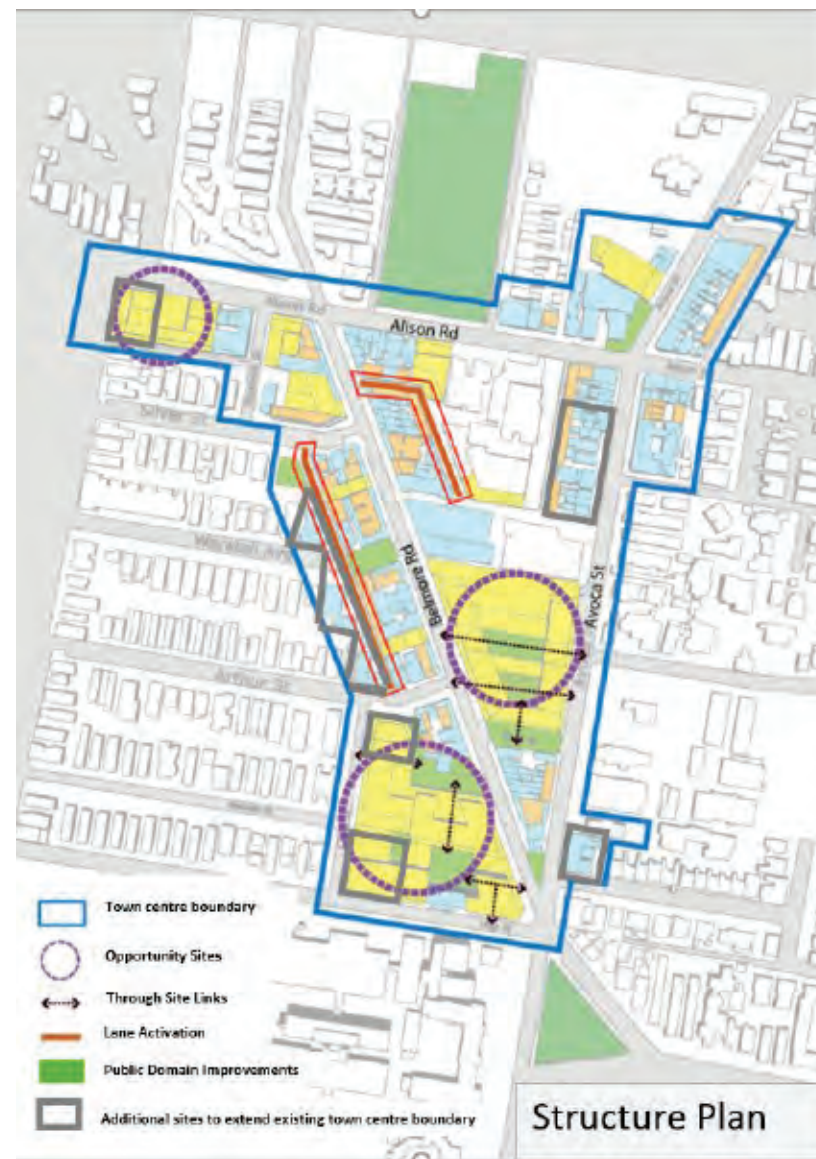
- High Street Block which is bounded by High Street on the southern side; Belmore Road to the east; Clara Street on the western side and Arthur Street and June Moore Place on the northern side.

- Central Block which contains the Royal Randwick Shopping Centre is bounded by Short Street on the southern side; Belmore Road on the western side; Avoca Street to the east and Marcellin College on the northern side.
- The North Western Block which is bounded by Alison Road on the northern side; Botany Street on the western side; Elizabeth Lane to the south. This block primarily contains the Randwick Club and existing residential properties on its eastern side up to Botany Road.

This strategy recommends the following building heights for opportunity sites: High Street Block: A maximum building height of 10 storeys (approximately 34m) in a section at the corner of High Street and Belmore Road stepping down to 8 storeys (approximately 28m) across the site. Future developments will have a maximum 3 storey podium level built to the street boundary on Belmore Road and setback by 2.5m along High Street. All upper floors above the 3 storey podium/street wall will be setback 4m from all street fronts and distributed into built form elements.

Central Block: A maximum height limit of up to 6 storeys. All upper floors above the 3-storey podium/street wall will be setback 4m from all street front.

North Western Block: A maximum height of 6 storeys in a central section of this block stepping down to 3-4 storeys over the remainder of the block. Upper floors above the 3-storey podium will be setback 4m from all street front.



In order to achieve design excellence standards including solar access and cross ventilation, upper floor levels above the podium/street wall in each opportunity site block will be allocated to separate built form elements and not spread entirely across the block footprint. Through-site pedestrian links and internal courtyards are to be provided and

connected to new or existing improved public places. The podium level in the High Street and Central blocks will be dedicated to commercial/retail uses while, in the North Western Block, the ground floor will be dedicated to retail and commercial uses.

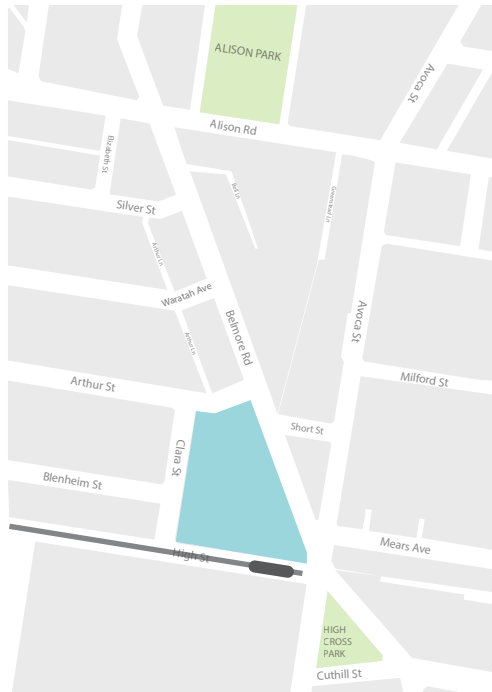
Part C - Vision and Strategies

Case Study – High Street Block

The block bounded by High Street, Belmore Road, Arthur Street and Clara Street has some fundamental characteristics of a major opportunity/redevelopment site:

- It contains sites with larger consolidated floorplates.
- It is dominated by the Randwick Plaza and its associated facilities marking the southern end of the Randwick Junction HCA. There are seven strata titled properties in the block, including Randwick Plaza and two minor strata buildings (i.e. less than 10 strata units). Randwick Plaza is generally not considered a constrained site as approximately 75% of its floor space is under single ownership.
- It is located close to a major transport infrastructure (light rail stop) and interchange.
- It is also strategically located with short distance to/from the light rail stop and the hospitals campus.
- It contains an existing public space, the June Moore Place that also has a heritage item

The High Street Block potentially could be amalgamated and redeveloped to generate additional commercial and residential floor space, while respecting the overall established heritage setting of the locality. This typology primarily involves a comprehensive redevelopment of opportunity sites. The proposed plan suggests that the High Street block could accommodate taller buildings ranging from eight to ten storeys. The proposed built forms incorporate a consistent three-storey street wall height (for new development) and generous curtilage and setbacks to heritage buildings, to provide a sympathetic response to the historic context.



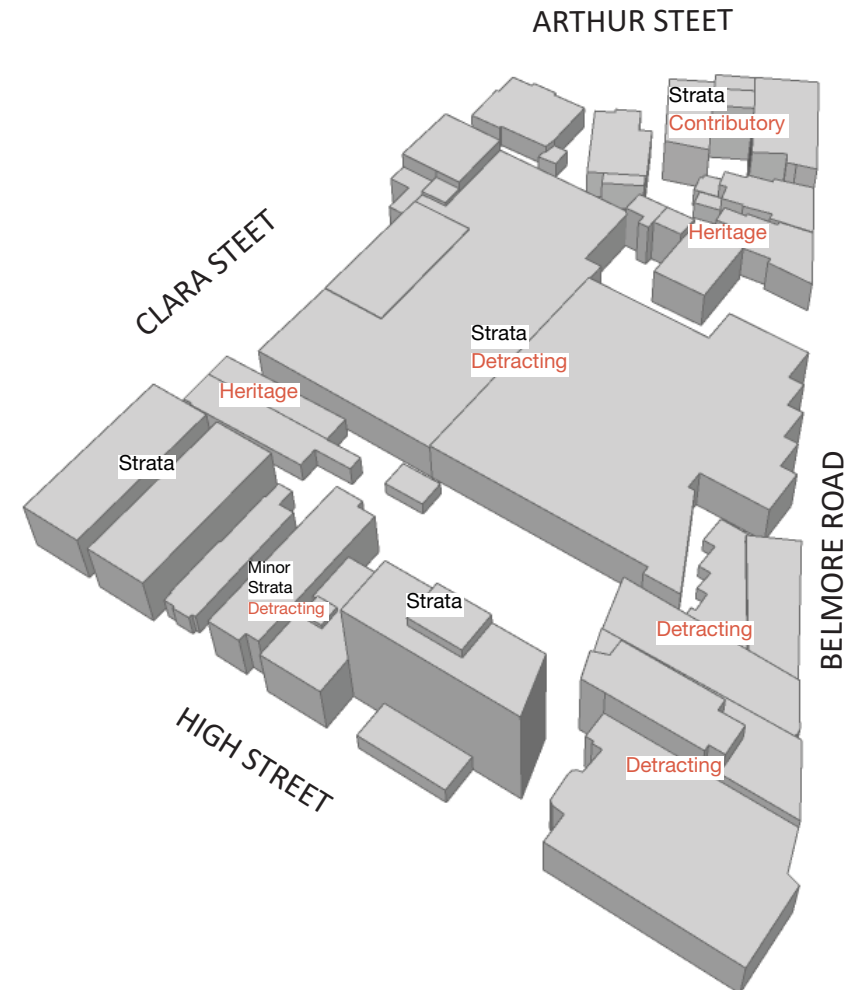
Part C - Vision and Strategies

This diagram to the right shows existing envelopes in the High Street block. Note that there is already a large 7-8 storey building on the High Street front.

Given the proximity to the health and education precinct, new mixed-use buildings in the block will be well placed to provide substantial commercial floor space to facilitate uses such as retail, medical and allied services and office spaces for start-ups and creative industries. This could be achieved through full multi-level commercial uses at the key gateway site on the corner of Belmore Road and High Street and maximum three commercial podium floors for other sites within the case study area. The mixed-use development sites could also include a variety of residential components on the upper levels such as serviced apartments and hotels, key worker/student housing and standard residential dwellings. The High Street block should be reconfigured to achieve a number of urban design/public domain initiatives, including a gateway building at the entry point to the town centre at the corner of Belmore Road and High Street; footpath widening along High Street, improved public space around Sandgate Cottage, active street edges extending to side streets (Arthur and Clara Streets) and new through-site links and internal courtyards for enhanced linkage between the town centre and the light rail stop and other key destinations.

For this High Street block case, there will be a maximum building height of 10 storeys (approximately 34m) in a corner section at the corner of High Street and Belmore Road stepping down to 8 storeys (approximately 28m) across the site. Upper floor levels above the podium/street wall in this block will be allocated to separate built form elements and not spread entirely across the block footprint so as to achieve design excellence

standards including solar access, cross ventilation and visual bulk attenuation. Future developments will have a maximum 3 storey podium level built to the street boundary on Belmore Road and setback by 2.5m along High Street. All upper floors above the 3 storey podium/street wall will be setback 4m from all street front. Note that here is already an existing large 7-8 storey building on the northern High Street frontage and the existing 8-9 storey Bright Alliance Building on the southern side.



Part C - Vision and Strategies

2. Incremental modifications - heritage/contributory buildings

This approach applies to areas across the town centre where there are heritage or contributory buildings that constrained comprehensive redevelopment but could be modified through small-scale additions/extensions. This will generate additional residential/commercial capacity and offer incentives for landowners to preserve the valued heritage character of the aging buildings.

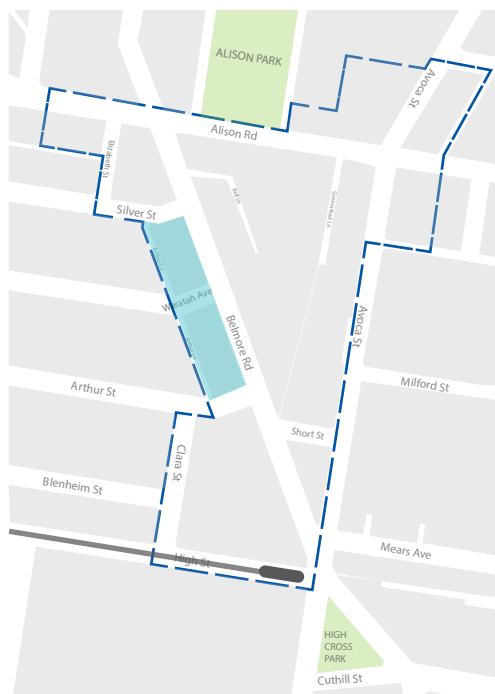
This strategy recommends a street wall height limit of up to 3 storeys along the main thoroughfares of Belmore Road, Alison Road and Avoca Street with any fourth storey to be setback by 3m.

Rear extensions and laneway development with ground floor retail uses (Arthur Lane and Bell Lane in particular) are strongly encouraged to promote future activation of these laneways.

Case Study – Arthur Lane Blocks

These two blocks, located along the Belmore Road 'spine', largely consists of significant Inter-War residential flat and mixed-use/commercial buildings, predominantly three storeys in height. The bulk of the properties in the blocks are heritage/contributing items, with the exception of two buildings (built in the 1960s/1970s). The heritage/contributory buildings are valued for their visual contribution to the Belmore Road streetscape and their role in maintaining the 'heritage village' character of Randwick Junction.

The majority of the heritage/contributing buildings are strata titled.

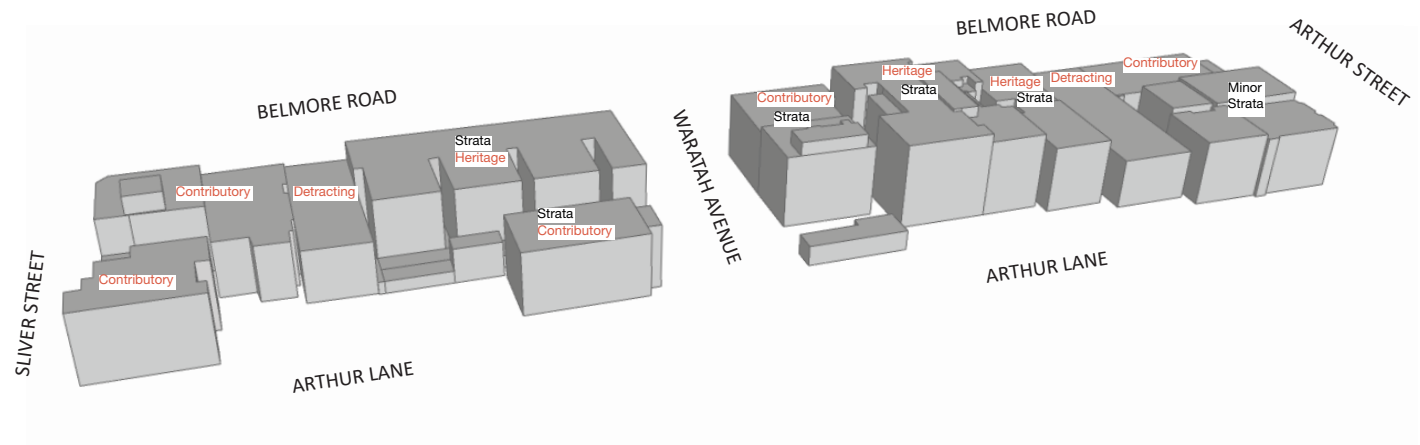


Part C - Vision and Strategies

The diagram to the right shows existing envelopes for this case study block containing established heritage items and contributory buildings. Sympathetic modifications could be introduced to those historic buildings by adding an additional floor towards residential or communal uses or rear extensions providing space for ground floor retail and first floor commercial uses addressing the laneway. New infill development of up to 4 storeys could take place replacing the two non-heritage detracting buildings (see next Section on typology 3. New Infill Development in a valued heritage context).

The rear extensions to existing buildings, together with the new infill development present a significant opportunity of activating Arthur Lane, currently a service lane defining the western edge of the town centre. The eastern end of Waratah Avenue will be closed to traffic, to create a new attractive public plaza for town centre visitors at the midpoint of the Randwick Junction shopping strip.

Arthur Lane is likely to expect higher levels of pedestrian activity as its use as a link to the Light Rail stop increases providing opportunities for land activation. To facilitate a pedestrian-friendly environment, it is recommended that Arthur Lane be converted to a shared zone providing increased safety for both pedestrians and cyclists (subject to further feasibility study).



Part C - Vision and Strategies

This section presents conceptual drawings of what lane activation would look like for Arthur Lane.



Arthur Lane - existing view looking south from Waratah Avenue

Explore opportunities for through site/mid-block pedestrian links, and activation of laneways such as Arthur Lane.

Encourage active frontages along main streets, continuing down side streets and laneways and seek opportunities to activate and extend retail/commercial activities to laneways



Arthur Lane - proposed lane activation scenario



3. New Infill Development in Valued Heritage Context

This typology comprises new infill development adjacent to heritage/contributory item(s) or substantial alterations/additions to contributing buildings by retaining the façades. These are sites that are characterised by diverse periods of historical development, including Victorian terraces and Inter-War educational buildings fronting Belmore Road, Alison Road and Avoca Street.

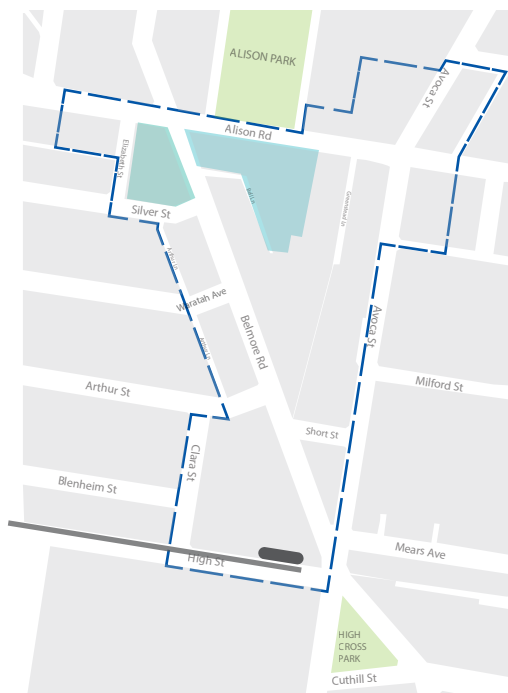
This strategy recommends a height limit of up to 4 storeys (approximately 12m) along the main thoroughfares of Belmore Road, Alison Road and Avoca Street with the fourth storey to be setback by 4m. A central component of up to 6 storeys (approximately 21m) may be permitted where this element is adequately setback into the development site and not visible from the relevant main street level.

New development (including additions) must reinforce the three storey street wall, with level four and above setting back four metres from street wall, which applies to the entire study area including laneways.

Case Study – Blocks on Alison Road

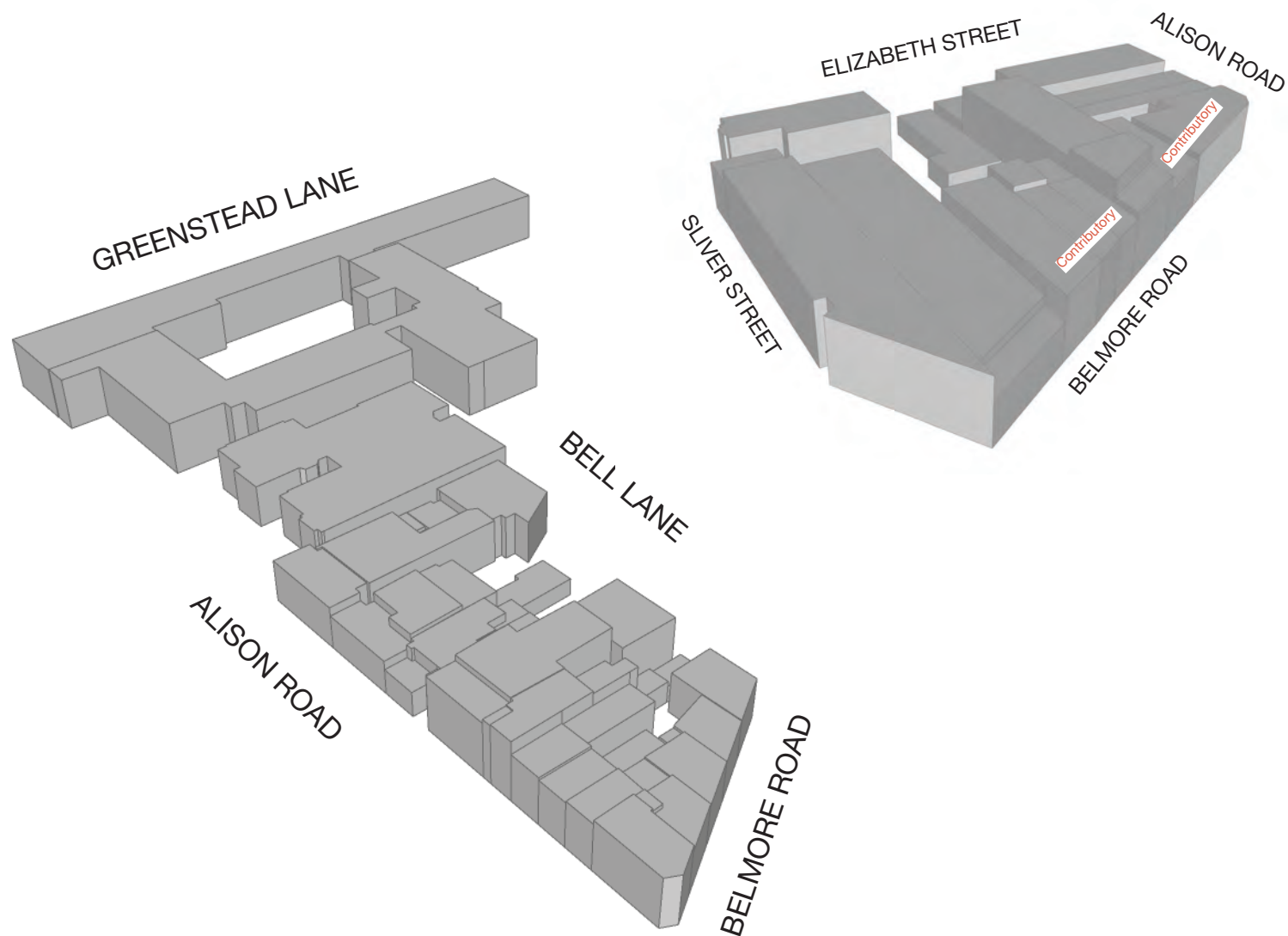
This case study has two blocks fronting Alison Road - one block is bounded by Alison Road, Belmore Road and Bell Lane characterised by diverse periods of historical development, including Victorian terraces and Inter-War educational buildings fronting Alison Road and a two-storey traditional shop strip with well-articulated facades addressing Belmore Road. The majority of buildings in the block are heritage or contributory buildings, except for two detracting buildings.

The other block, bounded by Silver Street, Belmore Road, Alison Road and Elizabeth Street, is characterised essentially by two-storey Federation and Inter-War period residential and commercial strip. The block features numerous contributing buildings and two recent infill development, being a new medical building at the corner of Silver Street and Belmore Road and a mixed-used development with retail, residential and boarding house accommodation.



Part C - Vision and Strategies

Infill development in a valued historic context should link the past context to present design and project into the future. New infill development should make reference to the established and valued heritage character and create new relationships with its neighbouring buildings and its setting. The replacement of intrusive or detracting items in the Randwick Junction Heritage conservation area.



Part C - Vision and Strategies



Arthur Lane - existing view looking south from Silver Street.

Laneway challenges

There are two identified laneways in the town centre - Arthur Lane and Bell Lane that have the potential for lane activation.

Arthur Lane is the only laneway that has two access points, that is from Silver Street and Arthur Street. The lane way is also dominated by vehicular traffic trying to access rear garages, parking and as alternative route for Belmore Road. There is little to no footpath for pedestrians making pedestrian access difficult, unsafe and unappealing. There is also a section with a blank wall with no visual interest. Limited lighting also creates the impression that the laneway is unsafe. The laneway appears drab and uninviting.

Bell Lane is accessible from Belmore Road and runs parallel and behind some residential buildings and provides important access and servicing functions for both the residents and commercial users along Belmore Road. The laneway is dominated servicing activities, garbage bins, parking and traffic movement making its current condition unappealing.

Laneway opportunities and strategies

Short Term Strategy

- Improve pedestrian safety and laneway appearance by installing creative lighting, public art, street furniture
- Enhance pedestrian amenity in the laneway using elements like new paving, more seating, better lighting, etc
- Improve wayfinding signage to access nearby public spaces and green spaces
- Improve greening and planting along the laneway
- Improve walkability of the laneways

Long Term

- Increase local business activity in laneways and attract customers
- Temporary installations, kiosks or pop-up shops, business incubator
- Create opportunities and initiatives linked to digital technology to attract and retain business operators along the laneways
- Encourage businesses to open at the rear to trade into laneways
- Make regulatory amendments where necessary to reflect activation objectives for the laneways
- Explore and implement night-time economy initiatives through activities like pop-up food carts and projection art.
- Reinforce the primary functions of laneways as key pedestrian access spaces
- Explore and encourage future developments on adjoining sites to provide through site links that connect to laneways
- Create opportunities for integrating the new plaza on Waratah Street and Belmore Road with laneway activation planning.

Part C - Vision and Strategies

9.0 Public Domain

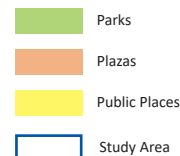
A high quality and attractive public realm is an integral component of an economically prosperous and socially vibrant town centre. The 'public realm' includes streets and laneways, footpaths, street verges, car parks and other urban spaces. It also includes urban elements such as street trees and landscaping, paving, lighting, street furniture and public art. Council is committed to improving the public realm of the Randwick Junction town centre to address existing deficiencies and to meet the needs of a changing environment and the growing population.

A high quality public realm will have well-designed streets and public spaces which will also enhance the liveability of the town centre by humanising the urban environment and promoting life outside buildings, fostering social interaction and a sense of place. It will also contribute to the economic value of the town centre by drawing in customers to local businesses and making them more attractive to visit.

The quality of the public realm will become even more significant as the town centre evolves towards more urbanised living. Safe, green and pedestrian-friendly streets and lanes and an integrated network of public spaces will be important factor for a high level of amenity and quality of life for residents, workers and visitors.

There are four public places within the study area, mostly provided with seating and landscaping treatment, offering resting points for shoppers and visitors. A new public plaza is proposed at the corner of Belmore Road and Waratah Avenue to provide opportunities for street activation and additional public space for people to meet and socialise.

Two public parks, Alison Park and High Cross Park, are located on each end of Belmore Road, providing a backdrop of greenery along the edges of the study area.



Part C - The Strategy

Existing Challenges

The Issues Paper provided a comprehensive analysis of the issues and challenges affecting the public spaces within the Randwick Junction Town Centre.



1. Captain Cook Statue

The statue incorporates a valuable heritage component and creates a strong visual presence at the gateway of the town centre.

Issues:

- bound by metal picket fencing, not accessible to the public.



2. Easts House Corner

Heritage listed Sandgate Cottage featuring 'Proud of Our Elders' mural, a historical fountain, seating and a mature feature tree.

Issues:

- largely shaded in winter;
- seating without weather protection;
- not a legible and clearly-defined public area due to its unusual setting with boundary fence and swing gate;
- right in front of a private business.



3. Northern side of Short Street

Facilities provided include public seating and bike racks.

Issues:

- shady in winter;
- an inactive place without direct visual surveillance;
- space largely taken up by five sandstone planter boxes.



4. June Moore Place

This is the only public space available in the northern part of the Centre.

Issues:

- shady in winter;
- seating without weather protection;
- no other facilities provided nearby (e.g. bins, bike racks).

Part C - Vision and Strategies

9.1 Landmarks and Views

Several landmarks and prominent buildings contribute strongly to the visual character of the study area, including the statue of Captain Cook, the castellated sandstone tower of the former Star and Garter Inn, the former post office (Easts House) and Coach and Horses Hotel.

Notable landmarks are also seen immediately outside the boundaries of the study area, including Our Lady of the Sacred Heart Church, St Jude's Church, and Prince of Wales Hospital. These landmarks share a close visual relationship with the adjoining study area.

Other significant views from the study area include views along Mears Ave and Alison Road (east) to the ocean and green views along Alison Road to Alison Park and along Belmore Road and Avoca Street (south) towards a group of Cook Pines at High Cross Park.



This page is left intentionally blank

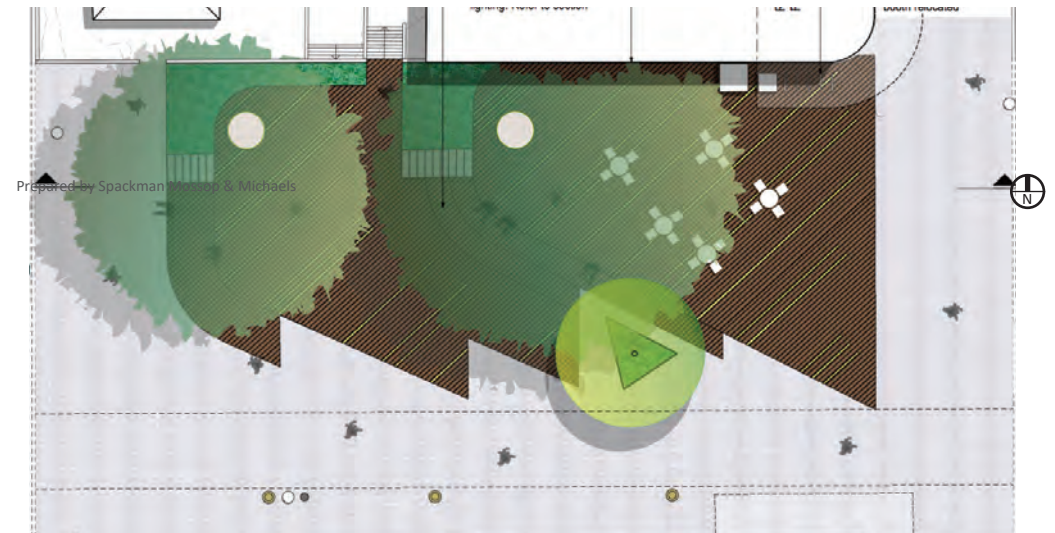
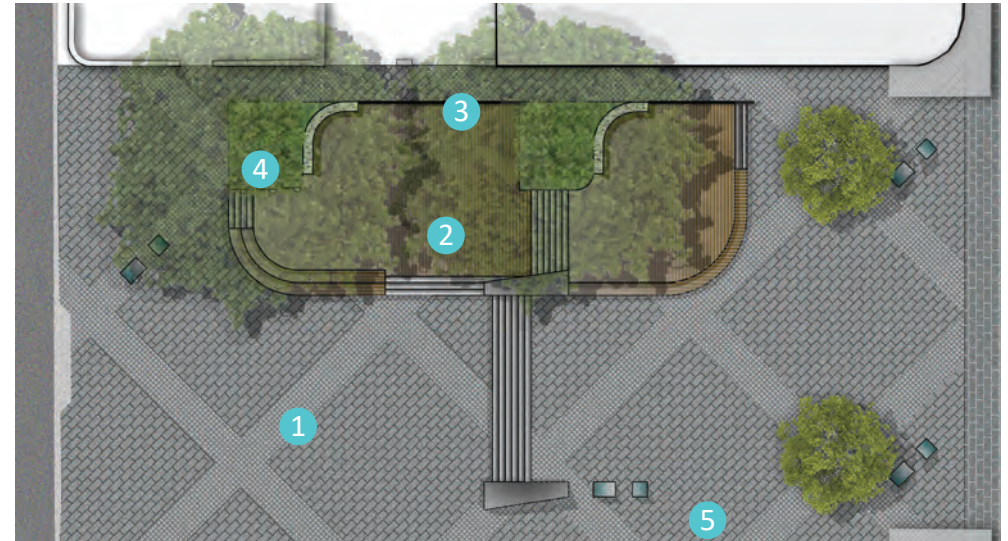
Part C - The Strategy

A range of conceptual improvements to the public domain are outlined in the following sections of this Strategy to address the challenges facing the public domain mentioned above. The actions stemming from the strategy are conceptual in nature and include improved site layout and design, landscaping treatments and upgraded facilities to improve the appearance and attractiveness of the public space.

9.2 Public Spaces, Green spaces and Incidental Spaces

9.2.1 Waratah Avenue Plaza

- 1 Install paved surface to plaza space
 - Close off Waratah Ave between Belmore Rd & Arthur Lane.
 - Install large 'grey' unit pavers & granite setts.
 - Raise plaza ground level space to existing kerb height, while addressing drainage & stormwater.
- 2 Provide Tiered Decking
 - Install tiered composite recycled plastic decking.
 - Activate space creating provision for markets, street performance & exhibitions.
 - Provide seating opportunities in various forms.
- 3 Pedestrian and Vehicular Circulation
 - Provide ample footpath for existing & future pedestrian desire lines and linkage.
 - Create tiered levels to plaza pedestrian space with stairway to break the levels.
 - Allow parking access into properties for residential/commercial users.
 - Consider spatial relationship with adjacent residents including views & access to property.
- 4 Retain and Protect Existing Fig Trees
 - Consider & protect critical root zone of existing fig trees.
 - Install new shrub/native grass plantings around tree trunks.
 - Install new feature/shade trees outside canopy space of existing figs.
- 5 Street Furniture
 - Install new street furniture including custom benches, granite seats, bicycle racks & rubbish bins.
 - Opportunity to provide new multi-function pole lighting with Wi-Fi & CCTV capabilities.
 - Remove existing powerlines & Underground power.





- 1 Existing Trees

Retain and protect. Build raised deck around trunk. Plant around trunk base with native grasses. Provide steel wall/balustrade to garden bed.
- 2 Tiered Decking

Install tiered composite plastic decking. Activate space creating provisions for gathering, outdoor eating, street performances, etc.
- 3 Enhance The Urban Place

Create two varying paved planes for public use, divided by stairs. Provide additional shade planting and street furniture. Introduce public art.
- 4 Underground Powerlines

Remove and underground existing powerlines. Provide 'Node' multi-function poles with WI-FI capability.





- 1 Seamless transition between paid cafe space and public courtyard
- 2 Trim Scotch Elm tree to increase views of Sandgate Cottage and improve daylighting
- 3 New flowering tree to replace existing palm
- 4 Pale paving to lighten courtyard
- 5 New garden bed to soften courtyard edge along Belmore Road



Prepared by Spackman Mossop & Michaels

Part C - The Strategy

9.2.3 Easts House Corner

Current situation

Easts House Corner has the potential to be a great public space to offer pedestrians refuge along Avoca Street. The space is located on privately owned land, so Council would need to liaise closely with the property owners to make it more inviting for use by the public.

Issues

- Benches in need of repair
- Inactive frontage on Easts House
- Exposed to traffic and vehicular noise on Avoca Street
- Poor quality of existing trees



Existing Site Photos





- 1 Extend existing "RCC Civic Paver" to building line.
- 2 Removal of 2 misshapen Eucalypts trees from verge and 3 unhealthy trees on footpath area. Replace with 2 feature trees that provide shade in summer months.
- 3 Introduce planted buffer along the verge to form a protection barrier to pedestrians from traffic lane.
- 4 Incorporate sitting and low planting along the new tree surrounds.
- 5 Relocate existing heritage interpretation sign to front of building to facilitate pedestrian movement and improve legibility.
- 6 Underground Powerlines – Remove and underground existing powerlines. Provide multi-function poles with Wi-Fi capability.



Randwick Junction Town Centre Strategy

August 2020