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1 Introduction

Kingsford Centre is one of Randwick City’s key strip shopping centres. The centre straddles both sides of Anzac Parade, and extends from Barker Street in the north to Sturt Street and Gardener’s Road in the south. Kingsford is vibrant with small supermarkets, banks, offices and a variety of restaurants and take-away food shops. It is also popular at night, given the many restaurants and the presence of the South Juniors Rugby League Club.

This section of the DCP applies to all land within the Kingsford Centre zoned B2 Local Centre, as outlined in the following map.

Figure 1 Kingsford centre



The purpose of this DCP section is to provide more detailed controls to supplement the RLEP to achieve high quality building and urban design and to promote economic and employment opportunities in the Kingsford Centre.

This section of the DCP should be read in conjunction with:

- Part A - Introduction and Part B - General Controls of the DCP; and
- Other sections of the DCP for specific development types, sites or locations, if relevant to the application.

For controls relating to the residential component of a development, including communal and private open space, solar access, visual privacy, acoustic privacy and other amenity related issues, refer to the Medium Density Residential section of this DCP.

1.1 Objectives

- To ensure development enhances the spatial definition and character of Anzac Parade, Gardeners Road and other streets and laneways within the Kingsford Centre.
- To enhance the pedestrian environment and facilitate the safe and convenient movement of pedestrians through the Centre.
- To ensure quality design and minimise adverse impacts of development on the amenity of the adjoining and nearby residential zones.
- To conserve buildings identified as items of environmental heritage.
- To nominate a range of existing contributory buildings as guiding examples for new development, through their key architectural elements, fenestration, proportion and scale.

2 Site Planning, Building Envelope and Design

2.1 Site Consolidation

Explanation

Much of the established commercial area has small and fragmented allotments. Applying the maximum FSR and height allowable under the RLEP to small sites may result in undesirable additions to existing buildings, poor residential amenity and insufficient provision for car parking.

Site amalgamation is often required to enable comprehensive refurbishment or redevelopment of adequate scale and amenity performance, and contribute to the streetscape character.

Objectives

- To ensure development achieves an appropriate scale and form that enhances the streetscape.
- To encourage site amalgamations and avoid ad-hoc or fragmented development that affects or limits development potential of adjacent sites.

Control

- i) A minimum site area of 800 square metres and a minimum frontage width of 18 metres are required for development seeking the maximum FSR and height allowable under the RLEP. Development on a site that does not comply with these controls should not exceed a maximum FSR of 1.5:1.

2.2 Non-Residential Uses and Ground Level Activation

Explanation

A vibrant centre requires an adequate level of commercial floor space to support a range of retail, business, entertainment and community uses to serve the needs of local residents, workers and visitors. The commercial floor space also plays a vital role in generating employment opportunities in accessible locations for the wider community. A successful centre needs continuous street level retail and commercial activities that enliven the public domain and promote a safe and secure environment.

Objectives

- To provide a range of commercial, retail and related uses to engage and activate the street and contribute to the economic viability of Kingsford Centre as a whole.
- To ensure continuity of the shopping strip along the main streets of Kingsford Centre.

- To provide a walkable environment with visual interest and a sense of safety and security.

Controls

- i) New development must provide retail and/or commercial floor space along the Anzac Parade and Gardeners Road ground floor frontages to a minimum depth of 10 metres.
- ii) New development should be designed to enable at minimum 1st floor retail or commercial use. The 1st floor retail or commercial use may be directly connected to the ground floor level to create split-level units.
- iii) Any pedestrian access to the 1st floor retail or commercial use must not compromise security for the residential components of the development. For example, provide dedicated access to the 1st floor retail / commercial use which is separate from that of the residential levels.

2.3 Building Envelope

Explanation

The maximum FSR and building height controls are prescribed in the RLEP.

The subdivision pattern of Kingsford Centre is predominantly characterised by elongated allotments, most of which have rear lane access. The layout and massing of future development need to be suitably designed in a manner that enables solar access, ventilation and privacy between neighbouring buildings and residences.

The 30m width of Anzac Parade and Gardeners Road is much more generous than most suburban streets, and therefore can accommodate a proportionate scale of development offering a comfortable sense of enclosure.

Having regard to the above, a two-block solution for the residential component of a development, having one higher form fronting the main street, and a lower building facing the rear lane with an open courtyard in between, is generally suitable for redevelopment within the centre. Appropriate adjustments to this concept may be considered in the light of the individual site characteristics.

A building height plane control applies to heritage items listed under the RLEP, being 424-436 Anzac Parade, Kingsford (known as O' Dea's Corner). The building height plane defines the envelope or space within which the building is to be situated.

Objectives

- To establish an urban edge to Anzac Parade and Gardeners Road with a suitably scaled built form and enhance the streetscape character and continuity.

- To ensure development achieves adequate level of solar access, ventilation, privacy and open space for the occupants.
- To create a transition in building scale from the main streets towards the adjoining and nearby residential zones, and to minimise overshadowing of those zones.
- To reduce the visual prominence of new buildings behind or next to retained heritage items.

Controls

- Where practicable, development should adopt a two-block approach to site planning by having a higher building fronting Anzac Parade or Gardeners Road, and a lower building facing the rear, separated by an open courtyard. A podium may be provided as a base for the two building blocks. Refer to Figure 2.
- Building height for the rear block must not exceed a 45-degree sloping plane projected from a point 8 metres above ground level (existing) at the rear boundary (including rear lane boundary) of the site. Refer to Figure 2.

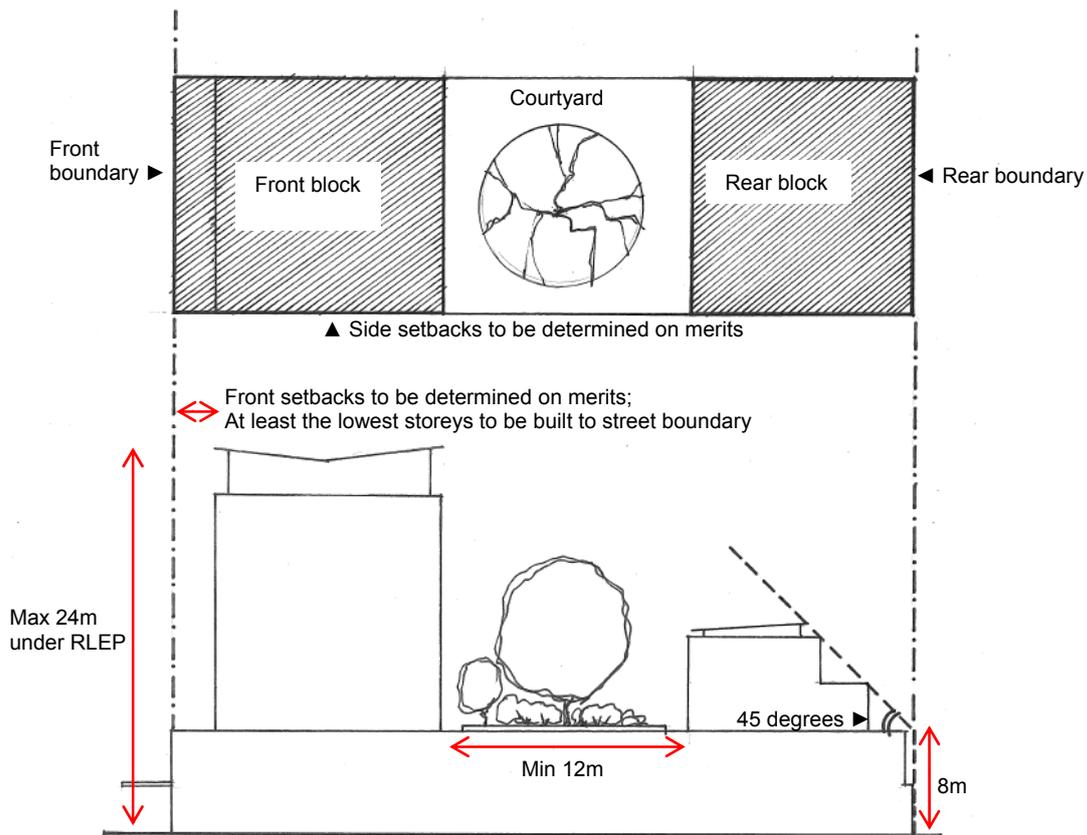


Figure 2 Building envelope controls

- iii) The central courtyard must:
- Have a minimum clear depth of 12 metres.
 - Extend across the full width of the site (except for corner sites).
 - Not be encroached upon by any balconies or substantial building structures, with the exception of ancillary facilities such as awnings, pergolas, shade canopies and the like.
 - Contain planter beds with adequate soil depth for trees and large shrubs to improve the privacy and amenity of the residents. The selected plant species must be capable of withstanding partial shade conditions.
- iv) For corner sites, the building block/s must be designed to address all street frontages. The building layout and massing will be assessed on a merit basis.
- v) The height of new development on heritage listed sites must not exceed a height plane projected from a point 1600mm above the kerb line immediately adjacent to the property boundary. The height plane angle is determined by the parapet level of the retained heritage buildings. Refer to Figure 3.

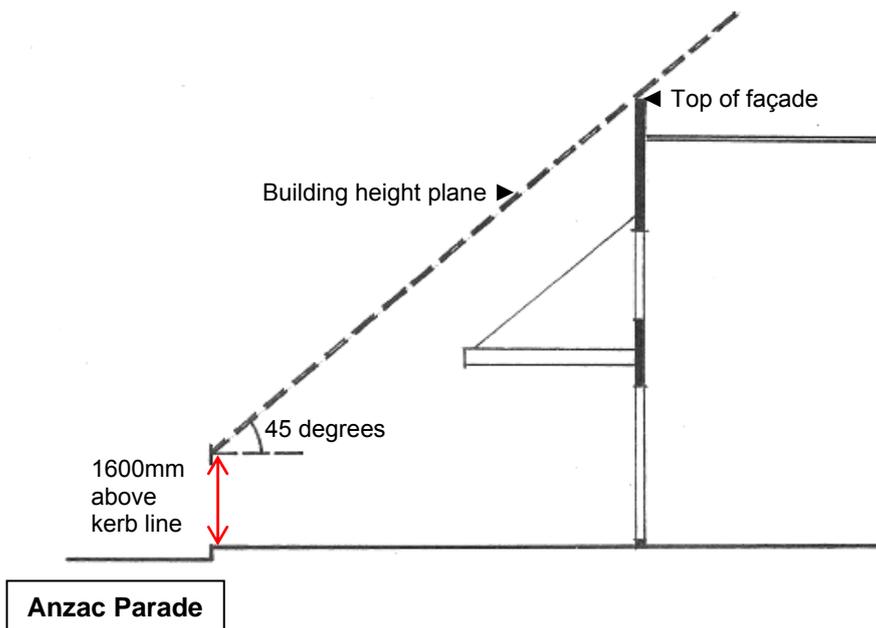


Figure 3 Building height plane for heritage items

Note:

Any development affecting a heritage item must be consistent with the provisions of the Heritage section of this DCP.

2.4 Building Setbacks

Explanation

Setback controls define the outer extremities of a building in relation to the front, side and rear boundaries. Front setbacks determine the building alignment along the street. Side and rear setbacks enable building separation and provide for access, landscaping, privacy and natural lighting and ventilation.

At present, some existing multi-storey buildings within Kingsford Centre have been setback considerably from the Anzac Parade alignment by up to approximately 10 metres across all levels. This has compromised the spatial definition to the main street with an unattractive and under-utilised public-private domain interface. New development should aim at restoring an urban street edge with a zero ground level setback to improve the character of Anzac Parade. Existing development could consider better utilising this space, for example, through providing footpath dining or suitable shelter structures.

In order to establish a continued street edge to Anzac Parade and Gardeners Road, a nil side setback arrangement across all storeys is generally acceptable. However, some multi-storey buildings within the Centre have been developed with habitable room windows oriented towards the common boundaries. In these cases, any new development adjacent to these existing buildings must be carefully designed to maintain reasonable degree of separation via the reservation of appropriate partial side setbacks above the podium.

Council has from time to time required land dedication or setbacks for the purposes of widening laneways and creating splayed corners, as part of any development consent. The intention is to provide footpaths along rear lanes achieving a minimum width of 1300mm. This would often require land dedication of approximately 700mm in depth along the laneway boundary of properties. Furthermore, in order to improve manoeuvrability of vehicles and pedestrian safety, Council typically requires splayed corners with minimum dimensions of 1.5 metre x 1.5 metre for laneway corners, and 3.0 metre x 3.0 metre for street corners. The accurate extent of any required setbacks or land dedication will depend on the site location. It is advised that Council's Development Engineers be consulted at the early design stage to obtain the detailed requirements for a particular site.

Objectives

- To establish a strong urban edge to Anzac Parade and Gardeners Road and enhance the streetscape character.
- To minimise the impacts of overshadowing, overlooking and noise emission on adjacent properties.

Controls

- i) The setbacks of development to the street and laneway boundaries will be considered on a merit basis. In general, the lowest storeys must be built to the street or laneway boundaries without setbacks (with the exception of any

required land dedication or setback for the purposes of widening laneways or creating splayed corners).

- ii) The side and rear setbacks of development will be considered on a merit basis. Where there are habitable rooms oriented towards the common boundaries in any adjoining multi-storey buildings, an adequate level of setbacks must be provided.

2.5 Façade Composition and Articulation

Explanation

Building façades can contribute to the character and image of the centre. The townscape of Kingsford Centre derives its character from building facades that incorporate a vertical emphasis and consistent parapet roof forms. While it is inevitable that changes will be made to individual buildings, it is desirable to ensure that such changes respect the built heritage and avoid a clash between old and new development.

The existing multi-storey buildings in Kingsford Centre incorporate varying setbacks from the street boundaries. Some buildings have substantial front setbacks and as a result, vast blank walls prominently visible from the street would be created when the adjoining sites are redeveloped. A high quality and skilful treatment of these unavoidable blank walls is crucial to improve the streetscape of the centre.

Objectives

- To create well proportioned buildings and avoid visually overbearing structural mass.
- To ensure that building exteriors enhance the character and continuity of the town centre streetscape.

Controls

- i) The architectural treatment to street facades must demonstrate clearly defined base, middle and top portions so as to divide the mass of the building.
- ii) Articulate building facades by window openings, balconies, balustrades, fins, blade walls, parapets, sun shade devices, louvres, a combination of surface finishes and materials.
- iii) Provide habitable room windows facing laneways to enable casual surveillance.
- iv) Large areas of blank, unrelieved walls visible from the public and private domain must be avoided.
- v) New development must match or screen any exposed blank walls of the adjoining buildings that are located at the common boundaries as much as practicable.
- vi) New development must minimise the creation of blank walls at the common boundaries or interface with the

adjoining buildings. Where blank walls are unavoidable, they must be treated and articulated to achieve an appropriate presentation to the public domain.

- vii) Ground floor shopfronts must demonstrate ‘fine-grained’ articulation by division into discreet bays or sections. Avoid continuous and unbroken glazed shopfronts.

2.6 Contributory Facades

Explanation

A number of buildings in Kingsford Centre are identified as having contributory facades that demonstrate a range of key architectural elements, fenestration, proportion and scale defining and enhancing the streetscape character.

The intent of the controls is to improve the centre streetscape through using the contributory facades as examples of scale, proportion, architectural detailing and finishes.

The Contributory Facades are listed in the table below.

Kingsford Centre Contributory Facades	
<i>Item Number</i>	<i>Street Address</i>
1	20-28 Gardeners Road
2	315 Anzac Parade
3	317-323 Anzac Parade
4	345-351 Anzac Parade
5	367-373 Anzac Parade
6	372-388 Anzac Parade
7	385-389 Anzac Parade
8	414-416 Anzac Parade
9	418-422 Anzac Parade
10	424-434 Anzac Parade
11	464-466 Anzac Parade
12	474-476 Anzac Parade
13	478-486 Anzac Parade
14	522 Anzac Parade
15	524 Anzac Parade
16	526 Anzac Parade
17	530 Anzac Parade
18	532 Anzac Parade

Objective

- To improve the streetscape through retention of contributory facades and their scale, proportion and architectural detailing.

Controls

- i) Contributory facades must be retained as much as practicable, or reinterpreted as guiding examples in the design of new development.
- ii) New development must incorporate proportions that are sympathetic with the identified contributory facades.

2.7 Roof Form

Objective

- To enhance the streetscape and skyline of the town centre whilst minimising potential amenity impacts on the surrounding residences.

Controls

- i) Relate roofs to the size, scale and three dimensional form of the building.
- ii) Design roofs to create an interesting skyline.
- iii) Minimise potential for unreasonable overshadowing from the mass and bulk of roof structures.
- iv) Contain lift overruns and service plants entirely within the roof structures or roof lines.
- v) Consider providing landscaping and appropriately shaded areas on flat roofs.

2.8 Materials and Finishes

Objectives

- To ensure building materials and finishes complement and enhance the streetscape character of Kingsford Centre.

Controls

- i) Use a combination of finishing materials to articulate building facades.
- ii) Designs must not use large expanses of highly reflective materials or glass curtain walling.
- iii) Large areas of primary colours must not be used.
- iv) Shopfronts must not use roller shutter doors. Shopfronts may be secured by open style grilles installed behind the glazing.

2.9 Awnings

Objectives

- To provide shelter and amenity for pedestrians on public streets.
- To provide visual continuity in the streetscape.

Controls

- i) New development must provide a suspended or cantilevered awning to provide continuous pedestrian shelter along Anzac Parade and Gardeners Road.

- ii) The alignment of awning fascias must match those of the adjoining properties where possible.
- iii) The design and materials of awnings must complement the building to which they are attached.
- iv) Awnings must be setback 600mm from the kerb, and positioned between 3.5 metres and 4.5 metres above the footpath. Awning width must be at least 3 metres unless openings are provided for street tree planting.
- v) Awning cut-outs for street trees must have minimum dimensions of 1 metre x 2 metre and in general spaced at 10m intervals.
- vi) Minimise gaps between awnings.
- vii) Glass is not favoured as an awning material due to heat transfer and the intention of creating a shaded and enclosed edge to the wide streets. Opaque materials, such as ribbed sheet steel, are encouraged.

2.10 Through-Site Link

Explanation

A through-site link is a continuous pedestrian path linking one side of a site to other public streets or public places. The provision of well designed and located retail arcades offering a direct through-site pedestrian link to an off-street public car park or other public space may be considered.

Objectives

- To improve permeability and accessibility of the centre in suitable locations, such as along pedestrian desire lines, at the centre of a long street block, etc.
- To ensure through-site links are safe and secure for pedestrians.

Controls

Any through-site pedestrian link must:

- i) Demonstrate creation of the link will be well utilised and contribute to the permeability of the centre.
- ii) Have an unobstructed width of 4m;
- iii) Be flanked by active uses, such as retail and/or commercial suites;
- iv) Be well lit; and
- v) Incorporate high quality floor finishes.

3 Car Parking and Access

Objective

- To ensure car parking, loading and access facilities do not visually dominate the street or the building on the site.

Controls

- i) On-site car parking must be provided underground or within the building.
- ii) Any above-ground car parking must not be visible from Anzac Parade and/or Gardeners Road.
- iii) Car park ventilation grilles must not be provided on main street elevations.
- iv) Where a site has access to a rear lane, the loading and unloading facilities must be accessed from the laneway.

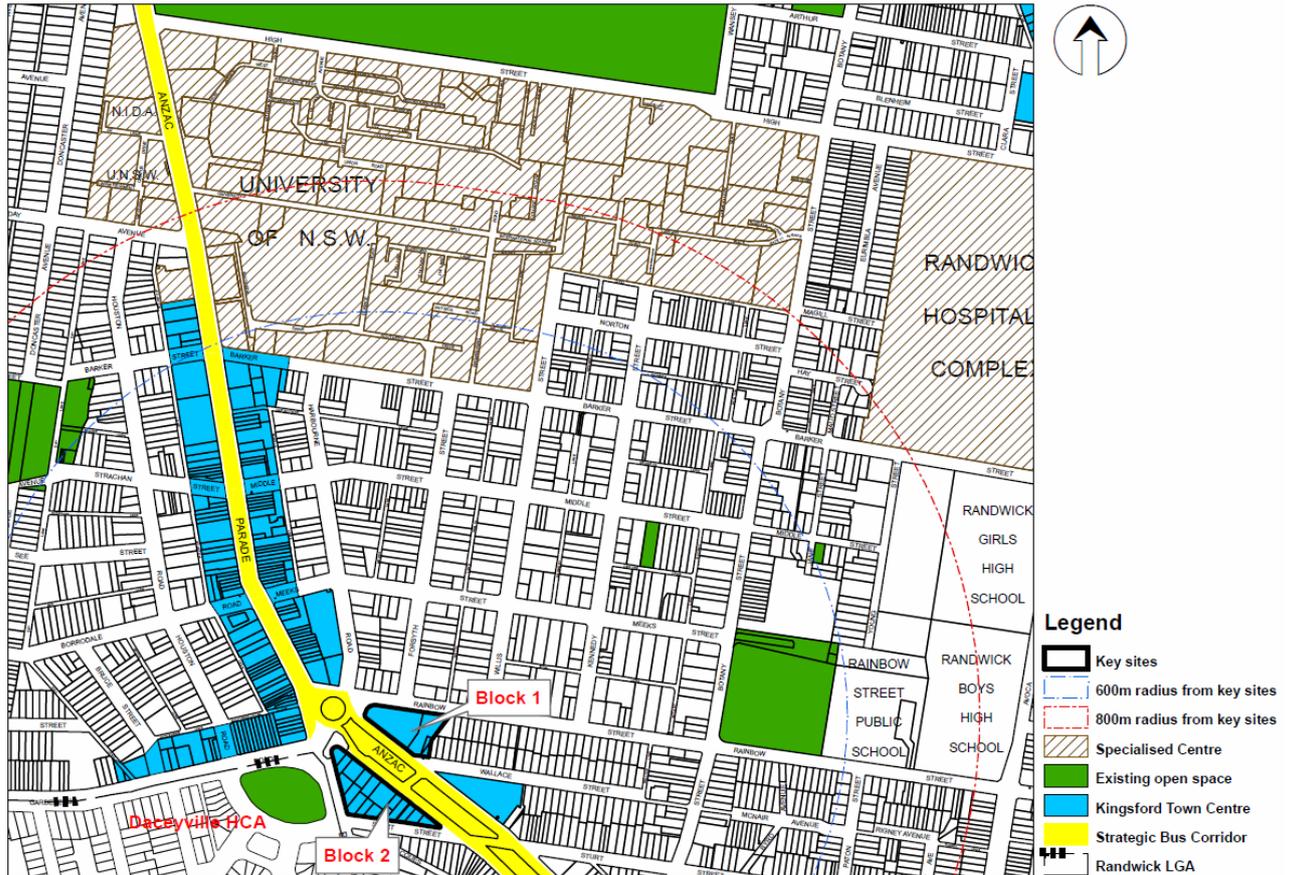
4 Site Specific Requirements

Two blocks in Kingsford Centre are identified as 'Key Sites' in the RLEP, in recognition of their size, strategic location and redevelopment potential to achieve strengthened connections of commercial uses and improved local amenity, public transport infrastructure and housing affordability.

Kingsford Centre borders the City of Botany Bay, adjoins the Daceyville Heritage Conservation Area and is within walking distance of the Randwick Education and Health Specialised Centre (including NIDA, UNSW and the Randwick hospital complex).

These two key sites (as indicated on the map below) are located at the southern edge of Kingsford Centre, linking the business zoned South Juniors Club with other business zoned areas in the Centre.

Figure 4 Key sites - site context map



Under RLEP Clause 6.11, development of key sites must be assessed in the context of a site specific DCP. Clause 6.11 (Design Excellence) further requires these sites to deliver the highest standard of architectural and urban design. Any future proposal involving new buildings or intensification of existing development on either block will trigger these requirements.

The site specific DCP must provide comprehensive design and development controls for the entire block based on detailed investigations and studies. It must identify the suitable mix of uses, built form and scale, access, public domain and infrastructure provision. The site specific DCP, upon adoption by Council will be incorporated as a future amendment to this DCP.

In addition to the matters for consideration specified under the RLEP and the overall DCP objectives and controls for Kingsford Centre, the site specific DCP must also consider and address the following specific requirements.

4.1 Requirements applying to both blocks

Objectives

- To provide a comprehensive planning framework for each block to guide future proposals.
- To provide a mix of uses that are suitable for the location and context, respond to the needs of the community and

contribute to the viability of the Kingsford Centre.

- To establish site planning and built form envelopes that positively respond to the site and surrounding context.
- To encourage provision of affordable housing to meet the needs of key workers and students in the locality.
- To support and facilitate improved local amenity through active frontages, attractive public space and legible and convenient pedestrian and cycle connections.
- To minimise impacts of vehicle movements, car parking and driveways on the traffic flow, street network and streetscape.
- To maximise potential to provide integrated and sustainable public transport solutions.

Controls

- i) Prepare the site-specific DCP for each key site that conforms to relevant RLEP provisions, objectives of the zone, general DCP objectives and controls for Kingsford Centre and addresses the following requirements at minimum:
 - a) Prepare an urban design study and concept/master plan, demonstrating:
 - a sensitive response to the opportunities and constraints of each block and surrounds,
 - suitable transition in height, bulk and scale from Anzac Pde to adjacent heritage conservation area and residential uses,
 - incorporation of development and uses that are suitable and complementary to the Kingsford Centre, and
 - high quality architecture, landscape and streetscape design in such a prominent location of the Centre.
 - b) Prepare a traffic and access study to inform the development of site specific controls, addressing the following matters:
 - providing for optimal transport and infrastructure solutions to encourage the use of public transport,
 - minimising vehicle access points for each block and locating any parking entrances away from the major roundabout and pedestrian/bicycle routes,
 - minimising the visual intrusion of any car parking facilities from the public domain, and
 - identifying safe and convenient pedestrian and cycle links within and to the sites.
 - c) Identify minimum site amalgamation requirements or staging needs to ensure a coordinated

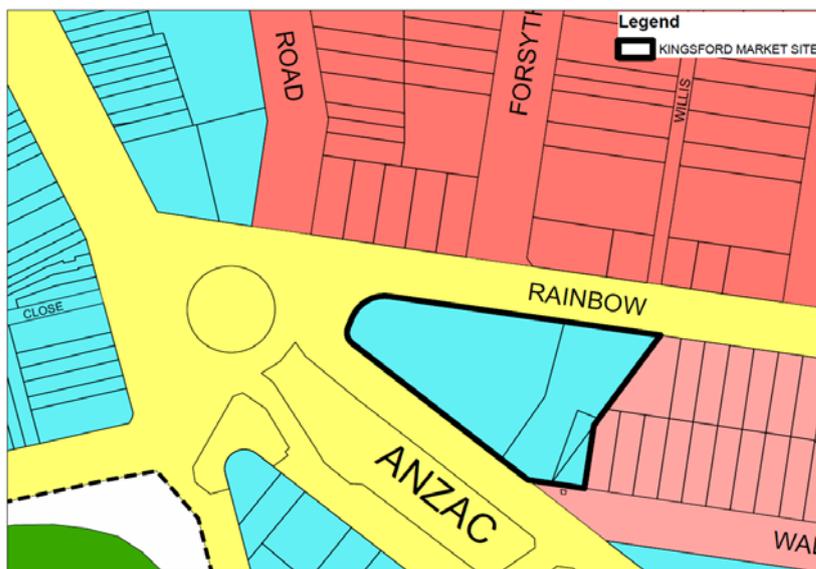
approach for redevelopment which avoids isolated lots or fragmented development patterns.

4.2 Specific requirements for Block 1 – Corner of Anzac Parade and Rainbow Street

Site description

Block 1 (1-21 Rainbow St, Kingsford) is located at the junctions of Anzac Pde, Rainbow St and Wallace St, also known as the Kingsford Market Site. Jointly owned by STA and Randwick City Council, it contains a total area of approximately 5,500 square metres and has been primarily used for public car parking, weekend markets and other commercial and community uses.

Figure 5 Block 1 – Kingsford Market Site



Objectives

- To incorporate public transport infrastructure on site.
- To provide an inviting public plaza space for passive recreation, relaxation and social interaction.
- To provide public parking for the Centre users.

Controls

Prepare a site specific DCP for Block 1, which includes controls to specifically address the following requirements:

- i) Demonstrate suitable public transport and infrastructure solutions on the site, such as bus layover space or light rail interchange.
- ii) Provide a large public space/public plaza as an integral part of the site, incorporating the following design features:
 - a) a minimum area of 800 square metres,

- b) a scale and configuration that complements the streetscape and is well integrated with development on the site,
 - c) bordered by active frontages and easily accessible for all members of the public,
 - d) providing outdoor seating, public art and quality landscape elements.
- iii) Incorporate space for multi-purpose community facilities, preferably on the ground floor accessible from the public space/plaza.
 - iv) Incorporate public car parking in addition to parking generated by the development.
 - v) Provide landscaped through-site links where they can be suitably integrated with the public space/plaza and the pedestrian/cycle network.

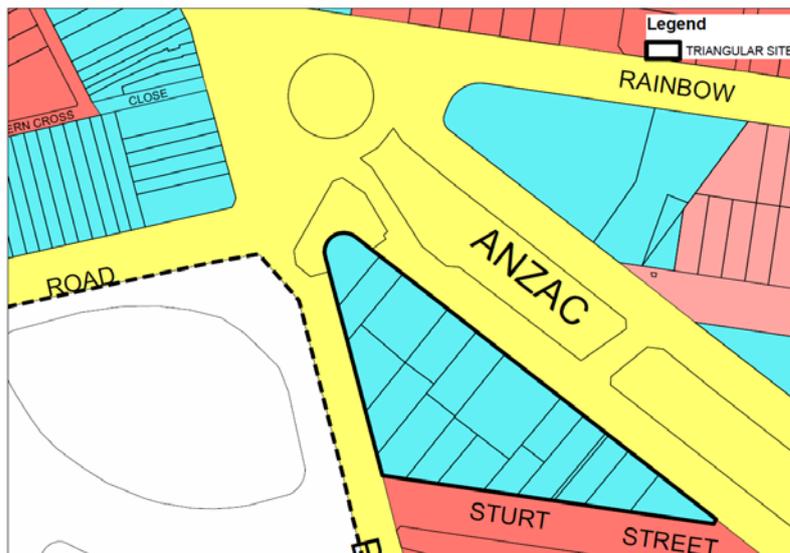
4.3 Specific requirements for Block 2 – The Triangle at Anzac Parade, Bunnerong Road and Sturt Street

Site description

Bounded by Anzac Pde, Bunnerong Rd and Sturt St, this triangular block (Block 2) has a total area of approximately 7,900 square metres. It is under various ownerships and is used for a variety of residential and commercial purposes, including strata titled residential buildings, single dwelling houses, church properties, a boarding house, a child care centre and numerous business properties.

The site contains a total of 18 allotments, ranging in size from around 50 square metres to 1,000 square metres.

Figure 6 Block 2 – The Triangle



Objectives

- To provide a range of uses and scales suitable to the site's location on the fringe of Kingsford Centre.

- To maintain and expand affordable housing options for students and key workers.
- To improve site permeability by providing through-site links and landscaped corridors in suitable locations.
- To respect and protect the amenity of existing uses on the block that are unlikely to change.

Controls

Prepare a site specific DCP for Block 2, which includes controls to specifically address the following requirements:

- i) Provide for a mix of dwelling types with various sizes and numbers of bedrooms, including provision of affordable housing.
- ii) Consider through-site public pedestrian connections where they can be suitably integrated into the existing pedestrian/cycle network, connecting the site with other key destinations (e.g. public plaza, public park, public transport, etc.). Where possible, the through-site connections should be landscaped and integrated with any on-site communal open space.

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1 Introduction

Randwick Junction (Figure 1) is a local centre comprising a strip shopping centre along a prominent ridgeline with some residential properties and a school located within it. It has significant aesthetic, historic and social significance which are recognised by its heritage conservation area listing.

Refer to Clause 5.10 Heritage conservation of the RLEP for criteria relevant to development within the heritage conservation area.

This section of the DCP should be read in conjunction with:

- Part A - Introduction and Part B - General Controls; and
- Other sections of the DCP for specific development types, locations or sites, if relevant to the application.

1.1 Objectives

- To encourage and facilitate well designed and appropriate development within Randwick Junction commercial centre, with new development or alterations to existing buildings designed to be compatible with and enhance the heritage streetscape.
- To protect and enhance the heritage values of the commercial centre.
- To encourage the provision of a variety of residential and commercial accommodation.

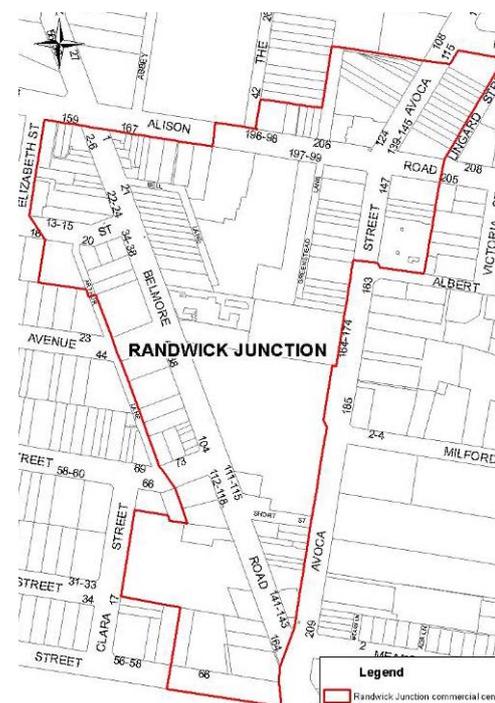


Figure 1 Randwick Junction commercial centre

2 Existing Character and Quality

Explanation

Randwick Junction is a diverse and vibrant centre. It is influenced by the health and medical services of the nearby Hospitals precinct and is in close proximity to the University of NSW and the Racecourse. It is well served by buses, which are a notable feature in the streetscape.

The Randwick Junction heritage conservation area retains a coherent streetscape character of nineteenth and twentieth century buildings. Within the conservation area there are two distinct groupings of commercial buildings. These are the Belmore Road and the “Coach and Horses” grouping (centred on the intersection of Alison Road and Avoca Street).

The Statement of Significance for the Randwick Junction heritage conservation area identifies the heritage values of the area which contribute to its character and quality.



3 Statement of Significance

3.1 Aesthetic significance

The heritage conservation area is a good and generally intact 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. The urban spaces formed by the buildings impart a strong linear character, particularly along Belmore Road. There are many good examples of building from the Victorian, Federation and Inter-War periods.



In the Coach and Horses grouping the Victorian Italianate style is dominant, interspersed with other later styles such as Federation Freestyle. There are significant groups of these buildings on the south-west corner of Avoca Street and Alison Road, as well as on the east side of Avoca Street, north of Alison Road. There are excellent examples of Victorian Italianate commercial and residential buildings on Alison Road, between Avoca Street and Belmore Road as well as three outstanding Victorian Italianate residences on Avoca Street, adjacent to Marcellin College.



The single most striking building within the heritage conservation area is the former Star and Garter Inn, at the corner of Avoca Street and Belmore Road, notable for its distinctive castellated sandstone tower and the adjacent statue of Captain James Cook. The pairing of the Coach and Horses Hotel and the former Post Office, located on diagonally opposite corners of the intersection of Alison Road and Avoca Street is also prominent.

3.2 Historic significance

Randwick Junction has been the centre for commercial activity in Randwick since the establishment of the village in the mid-nineteenth century. The buildings in the heritage conservation area provide physical evidence of the process of growth and development of Randwick as a commercial centre. The heritage conservation area is at the intersection of three roads that have been the principal routes for travel between Randwick and other parts of Sydney since the establishment of the suburb. The first Randwick-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.



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.

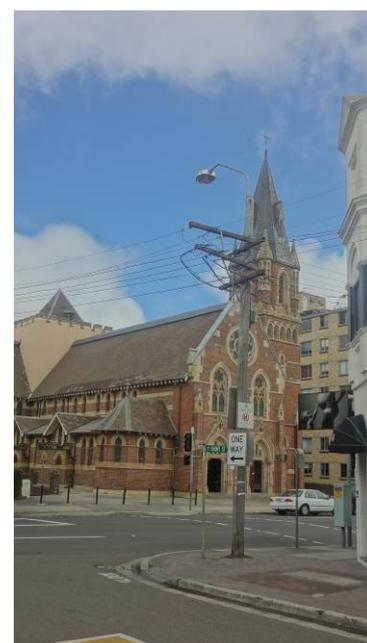
The most rapid period of growth began after the introduction of steam trams in 1881. The 1880's were a period of large scale subdivision in Randwick. In the Federation and Inter-War periods development of the commercial centre continued. There was considerable expansion on the western side of Belmore Road. Earlier, less intense residential uses, such as "Sandgate" at No.128 Belmore Road, were displaced.



The foundation stone for Randwick Post Office 1897 is on the northwest corner of Alison Road and Avoca Street. This building provides historical evidence of the importance of the heritage conservation area as a centre of communication and reflects the connection to government and institutions within Randwick.

3.3 Social significance

The heritage conservation area continues as Randwick's main commercial centre, developing around the earliest hotels in Randwick, namely the former Star and Garter Inn and the Coach and Horses Hotel. The Victorian, Federation and Inter-War buildings provide a sense of historical continuity throughout the centre and the streetscape character of the conservation area are well recognized throughout the community. In 1923, the Catholic Church acquired the Brisbane Villa Estate on Alison Road for a monastery. This site later became the Marcellin College, an important and enduring centre for education within the local community.



When considered further in the context of the two adjacent conservation areas of St Judes and High Cross, with their significant administrative, cultural and institutional roles, Randwick Junction may be seen as the focal point of the city, as many of the enduring symbols of Randwick's development are located either within or immediately adjacent to the conservation area. Important community services such as mail services and government savings bank (initially operated from the post office), as well as educational and commercial activities have been centred in and around Randwick Junction for as long as the suburb has been established.

Themes represented

The following historical themes, identified in the 1989 Randwick Heritage Study, are directly illustrated in the conservation area:

- Industry and commerce
- Promotion of culture, religion and education
- Recreation, entertainment and leisure
- Transport and communications

The following themes are indirectly represented:

- Speculation and promotion
- Government and institutions
- Suburbanisation

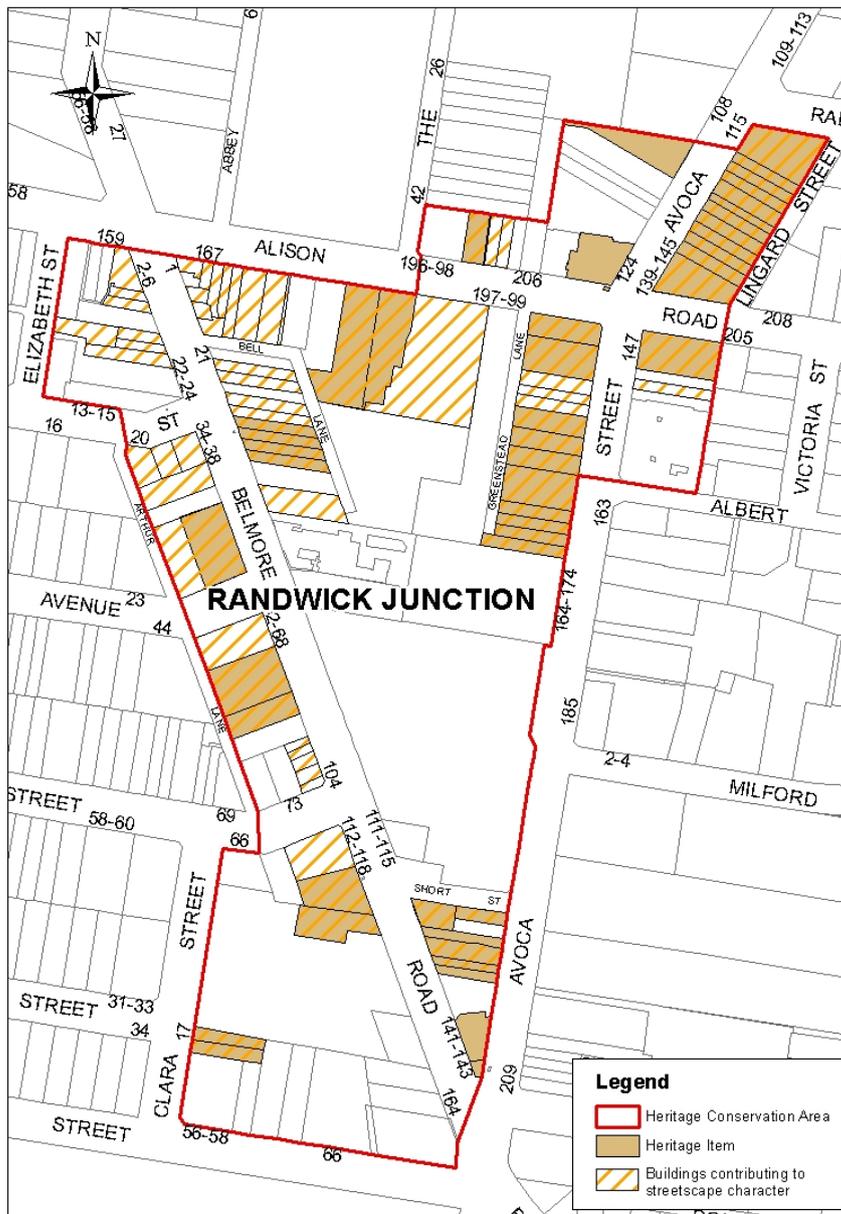
4 Heritage items and contributory buildings

Explanation

The Knox and Tanner *Urban Design Study of Randwick and "The Spot" Shopping Centres* identified many buildings which contribute to the heritage value, aesthetic qualities and visual character of Randwick Junction, and which tell us about the development history of the area. Heritage items and contributory buildings are mapped in Figure 2.

Contributory buildings should be retained. Original fabric should be conserved, new work should be sensitive, and neighbouring development should be sympathetic to their character. "Facadism" (the retention of only the outer skin of a building) is not acceptable as suitable conservation practice.

Figure 2 Randwick Junction heritage and contributory buildings



5 Visual Character

Explanation

Randwick Junction is situated on a ridge line that is highly visible from many vantage points within the local government area. Key view corridors provide internal vistas and offer views into and out of Randwick Junction, including Avoca Street, Alison Road and Belmore Road. Views to landmarks including the statue of Captain Cook and the tower at the corner of Avoca Street and Belmore Road, contribute strongly to the visual character of Randwick Junction.

There are a number of important landmarks just outside Randwick Junction in adjacent heritage conservation areas, including St. Jude's Church, cemetery and associated buildings, Randwick Town Hall, Randwick Presbyterian Church, Alison Park and surrounding terraces, the Sacred Heart Church, High Cross Reserve, the Royal Hotel and the Prince of Wales Hospital. The townscape within Randwick Junction has an important visual relationship with these landmarks and with the adjacent heritage conservation areas of High Cross, Sacred Heart and St. Jude's. View corridors are mapped in Figure 3.

Controls

- i) Views and vistas should be addressed in the site analysis for new development, as they may necessitate adjustments to the built form and site layout, so that view corridors and vistas are not obstructed.
- ii) Development should fit within the wider townscape indicated by the view corridors and should not disrupt existing visual relationships.

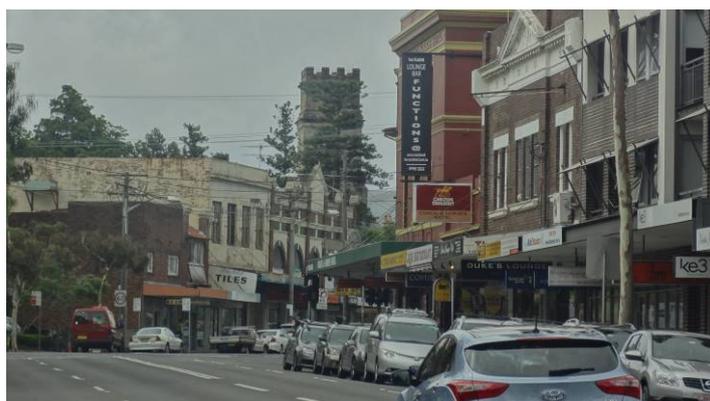
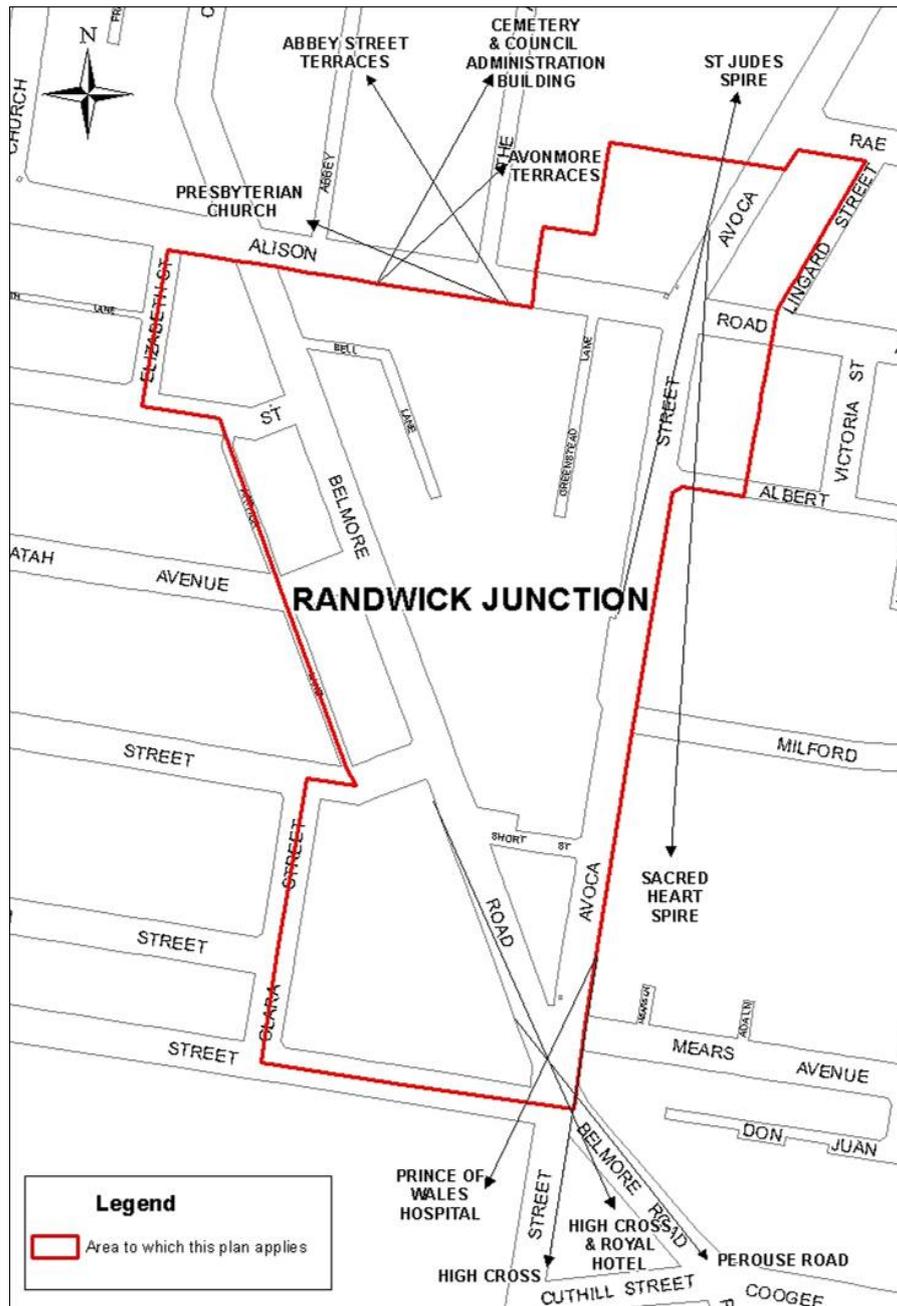


Figure 3 View corridors



6 Urban Form

Explanation

Randwick Junction is essentially an old style strip shopping centre. Its two major streets generally comprise two or three storey buildings with ground floor retail space. This has produced a comfortably enclosed and human-scaled streetscape environment.

The urban form of Randwick Junction has evolved over time, with original nineteenth century cottages gradually replaced by shops on narrow frontages built to the street alignment. Of these original dwellings a number remain in Avoca Street, but only Sandgate remains in Belmore Road.

The urban form of Randwick Junction is now characterised by two major periods of development, occurring around the turn of the century and between the two world wars, with many relatively intact buildings from these periods. Several buildings on the eastern side of Belmore Road dating from the post war period have heights and floor plates which are inconsistent with traditional buildings.



7 Architectural Styles

Victorian

Randwick Junction's nineteenth century buildings were at one time predominantly residential and have since been adapted for a range of other uses. They are constructed predominantly of rendered and painted masonry, with intricate classical mouldings and decorative iron lacework.

Federation/Edwardian

Federation buildings such as the former Post Office on the corner of Avoca Street and Alison Road and nos 110 – 116 Avoca Street nearby, rely on face brickwork for architectural effect, with contrasting elements of either sandstone, stucco or ceramic tile.

Inter War (1920 to 1940)

Randwick's Inter-War Art Deco architecture is characterised by rich detail, polychromatic brickwork and decorative piers and fins, often extending above the parapet to provide vertical emphasis. Recessed balconies add façade interest.

Post War (1940 to present)

Several buildings constructed since 1940, including two major shopping malls, the Gemini building and Marist Brothers School have impacted on the character of Randwick Junction. The most visually intrusive post war development occurred during the 1970s with several eight to ten storey buildings which are inconsistent with the predominant scale of development in Randwick Junction and nearby residential areas.



8 Site Planning

Objectives

- To maintain a minimum level of commercial floorspace in new development to enhance the commercial viability, retail quality, variety and continuity within Randwick Junction.
- To encourage a greater level of commercial, retail or related floorspace in new development.
- To ensure local site conditions, constraints and opportunities are taken into account in the design of new development.
- To achieve a coherent site layout that provides a pleasant, attractive and sustainable environment for living, shopping and work.
- To ensure consideration of the relationship between new and existing development and to minimise negative impacts.

Controls

- i) Provide ground floor retail and/or commercial floor space along all business zoned street frontages, other than the frontage required for access.
- ii) In addition to the continuous commercial street frontage, the ground floor commercial area should have a minimum depth of 10 metres in order to achieve a viable shop or office size (except in heritage situations where it may be different).
- iii) Development should relate to the dimensions and shape of the site.
- iv) Development should integrate with the surrounding area through consideration of streetscape and landscape design and pedestrian and cycle links.
- v) Retain and integrate heritage items or contributory buildings and significant features such as stone fencing and retaining walls.
- vi) Development must minimise impacts on the amenity of neighbouring sites.

9 Building Envelope

Objectives

- To ensure that new development respects the scale and form, and siting and setbacks of surrounding buildings.
- To ensure that new development reinforces existing urban form, the streetscape and visual character.

Controls

- i) The FSR and building height controls set by RLEP together with DCP envelope controls define the overall built form and scale of development.
- ii) New development should be built to the street alignment and to the side boundaries of the allotment.
- iii) Where adjoining and nearby development is set back from the street, new development should be consistent with the setbacks of adjoining development or the dominant setbacks along the street.
- iv) Where buildings are setback from the front boundary, such as the school and terraces along Avoca Street, fences are to be used to reinforce the street alignment and provide a strong visual transition point between public and private space.

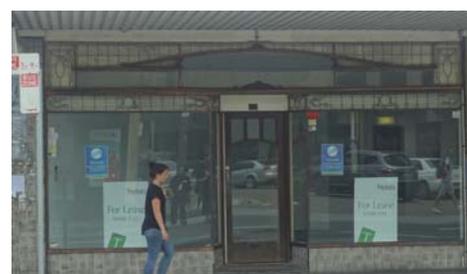
Note:

The floor space ratio may not be achievable if the height control is not satisfied, or if residential amenity standards are not able to be maintained

10 Building Design

Objectives

- To ensure that new development is consistent with the distinctive character, aesthetic qualities and heritage significance of the precinct.
- To ensure that any new development respects the detailing, materials and finishes of surrounding heritage and contributory buildings.
- To conserve and enhance the existing commercial streetscape, in particular above the awning level.
- To encourage reinstatement of original features such as awnings and windows and remove inappropriate alterations and additions.
- To ensure materials, painting/colour schemes of buildings are appropriate to the heritage streetscape.



One of the few original shopfronts remaining in Belmore Road

Explanation

The distinctive character of Randwick Junction is largely determined by the existing built form of heritage and contributory buildings. Change within this area is envisaged as being incremental and it is not intended that the centre becomes dominated by new development with a modern character. Only sites with non-contributory buildings are suitable for new development. New development is instead expected to be consistent with the existing built form and character.

The form of a new building includes a number of design elements that contribute to its appearance, function and impact on the surrounding area, including:

- Shopfronts
- Awnings
- Upper level facades
- Materials and colours

Controls

10.1 Shopfronts

- i) Original heritage shopfronts and detailing (eg doors, tiles, windows and ornamental detailing) should be retained.
- ii) New shopfronts must be designed to reinforce the character of the locality and to ensure street level continuity. The form, scale and proportion of shopfront elements should be consistent with nearby heritage or contributory buildings/development.
- iii) Acceptable security measures include expanding metal grilles, open, perforated or clear shutters or shutter grilles which can be placed inside the shopfronts.
- iv) The use of solid roller shutters is unacceptable as these severely detract from the visual and heritage amenity of the area outside of business hours.
- v) The installation of “drop blind” type signs suspended from awnings is encouraged.

10.2 Awnings

- i) Continuous awnings attached to buildings and covering all main pedestrian routes must be provided for pedestrian comfort.
- ii) Provide, as characterises many suburban shopping centres of similar age, steel-framed awnings, suspended from wall brackets, and covering the 3.5m wide footpath.
- iii) The traditional box awnings are acceptable as they consolidate the centre's overall character.
- iv) Development should include a flat suspended/ cantilevered awning to provide continuous pedestrian shelter.

- v) Awning fascias should align with the awning of adjoining buildings, matching the established height above footpath level.
- vi) The depth of the fascia should be uniform with adjoining properties. Design and materials should be light weight to complement the building to which the awning is to be attached.
- vii) Development should provide an awning across its street frontage, setback 600mm from the kerb, between 3.5m and 4.5m above the footpath and with openings provided for street tree planting. Gaps between awnings should be closed.
- viii) Glass or translucent roofing must not be used as these materials provide no shade and facilitate heat transfer. Opaque materials such as ribbed sheet steel are encouraged.
- ix) Drop blinds protecting shopfronts and shoppers from low sun angles should be included at the outer edge of awnings.
- x) Advertising space on these could be used to diversify the street appearance. The underside of drop blinds should be at least 3m above the footpath level. In cases where it is impractical or unreasonable to require continuous awnings other forms of providing shade and shelter may be considered.

10.3 Upper level facades

Council encourages the retention and reinstatement of early verandah and balcony forms for historic buildings (including commercial buildings) to improve the local streetscape.

- i) For new development, façade alterations and infill buildings, verandahs and upper storey balcony design and materials should be compatible to the heritage items and contributing facades within the area.
- ii) Cantilevered balconies should not be used on new buildings.
- iii) Balconies should be sized and arranged so that strong horizontal lines do not dominate the façade of the development.
- iv) Recessed balconies which modulate the façade should be incorporated in the design of new development.
- v) Balconies should be designed to protect the visual amenity of occupants, neighbours and the street and should therefore have a solid appearance.

10.4 Materials and colours

- i) Materials and finishes for new development should be compatible with adjoining and nearby development. Sympathetic use of building materials can reduce the impact of a modern shopfront on the streetscape.
- ii) Acceptable materials include face brickwork (traditional reds, browns and manganese) and rendered masonry. The use of precast concrete is to be avoided. Acceptable roof materials include corrugated iron and Marseilles tiles.
- iii) Original face brickwork or stone should not be painted or rendered.
- iv) Colours should enhance the locality and be appropriate to the architectural style of the building.

Note:

Suitable colour schemes for buildings of each period of development can be found on Council's website

10.5 Outdoor advertising

- i) Advertising should respect and demonstrate an understanding of the design of the building and should not adversely affect the heritage streetscape values.
- ii) If an advertising structure is proposed to be attached to a building, the drawings accompanying the application should provide elevations showing windows, awnings or other major architectural features in relation to the advertising structure.
- iii) The use of above awning signage is not suitable.
- iv) The installation of "drop blind" type signs suspended from awnings is encouraged.

11 Carparking and Access

Controls

- i) To protect the streetscape on-site car parking is to be provided either at ground level or as basement car parking.
- ii) Above ground car parking must not be visible from Belmore Road or Avoca Street.
- iii) Carpark ventilation grilles must not be located on primary street frontages.
- iv) If the development has access to a rear lane, the loading and unloading facilities must be provided from the lane, in order to minimise the intrusion of vehicular access and servicing upon the pedestrian character of Randwick Junction.
- v) Rear servicing areas in mixed use development should be able to cater for both residential and commercial servicing requirements.