

Randwick Junction Centre

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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.

For residential development within the centre, detailed development controls for:

- Scale and Form
- Siting and Setbacks
- Detailing
- Materials, Finishes and Colour Schemes
- Roofs and chimneys
- Verandahs and Balconies
- Garages, carports, car spaces and driveways
- Fences
- Gardens, garden elements and swimming pools
- Solar energy systems, Rainwater tanks and Telecommunications facilities

are contained in the Heritage section of this DCP.

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.

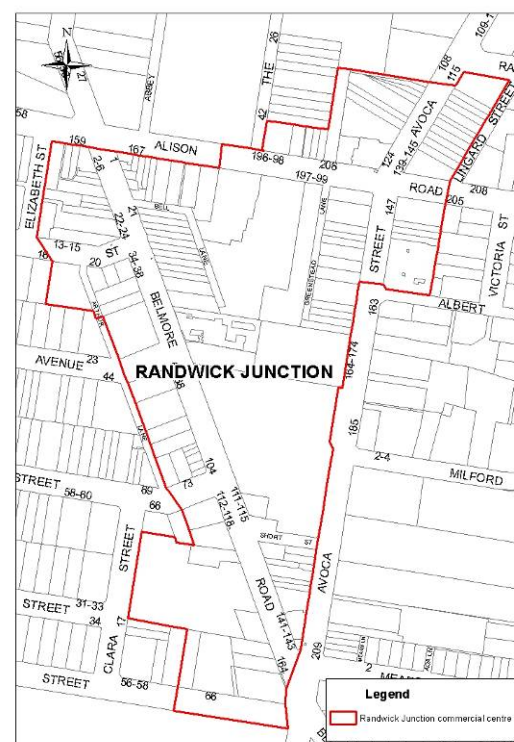


Figure 1 Randwick Junction commercial centre

2 Existing Character and Quality

Explanation

Randwick Junction is a diverse and vibrant town 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.

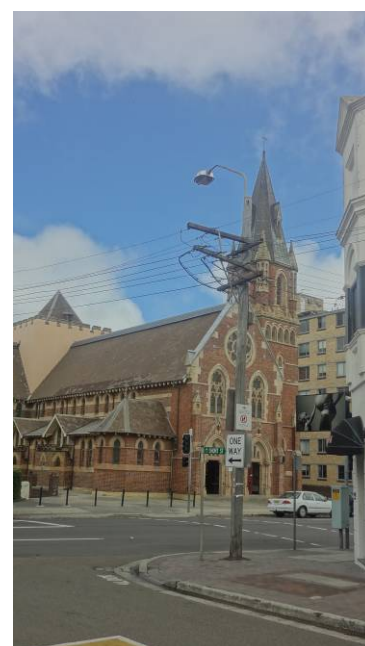
The foundation stone for Randwick Post Office 1897 is on the northwest corner of Alison Road and Avoca Street. This building provides historical evidence of the importance of the heritage conservation area as a centre of communication and reflects the connection to government and institutions within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

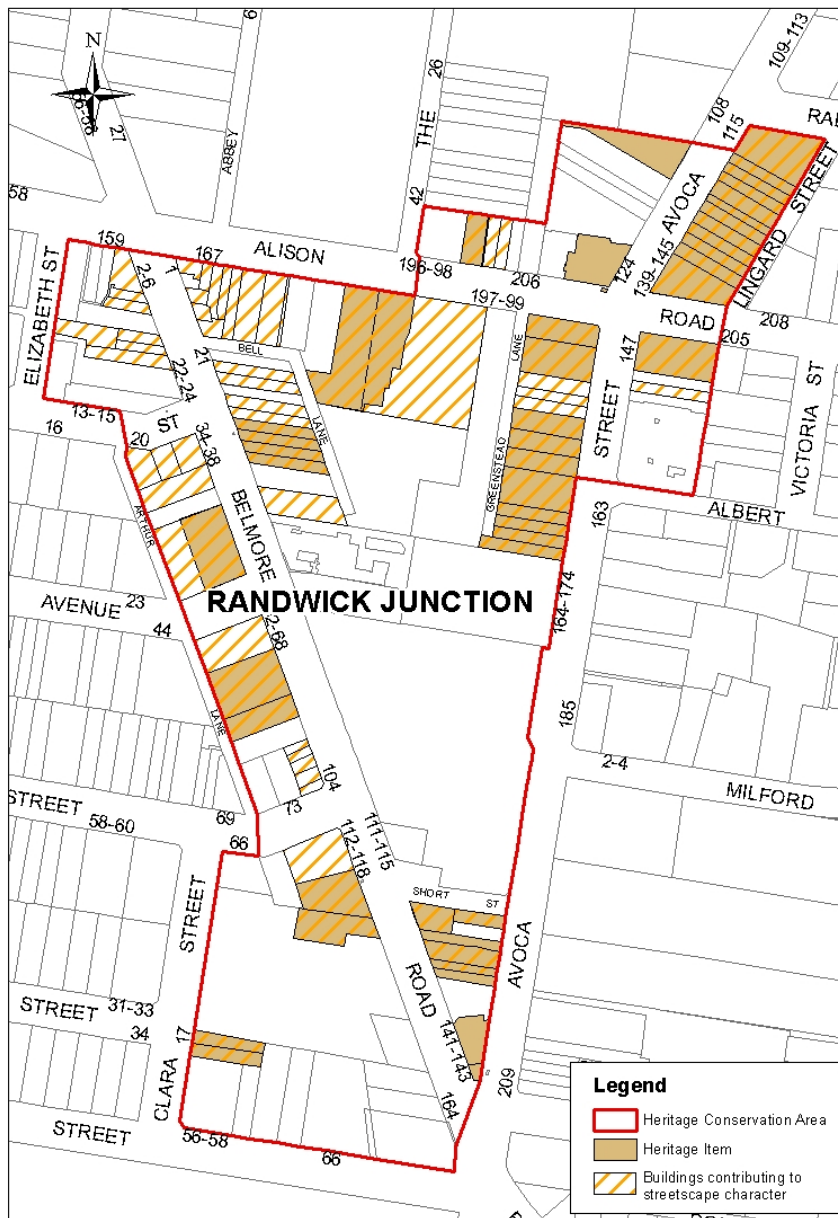
4 Heritage items and Contributory buildings

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.

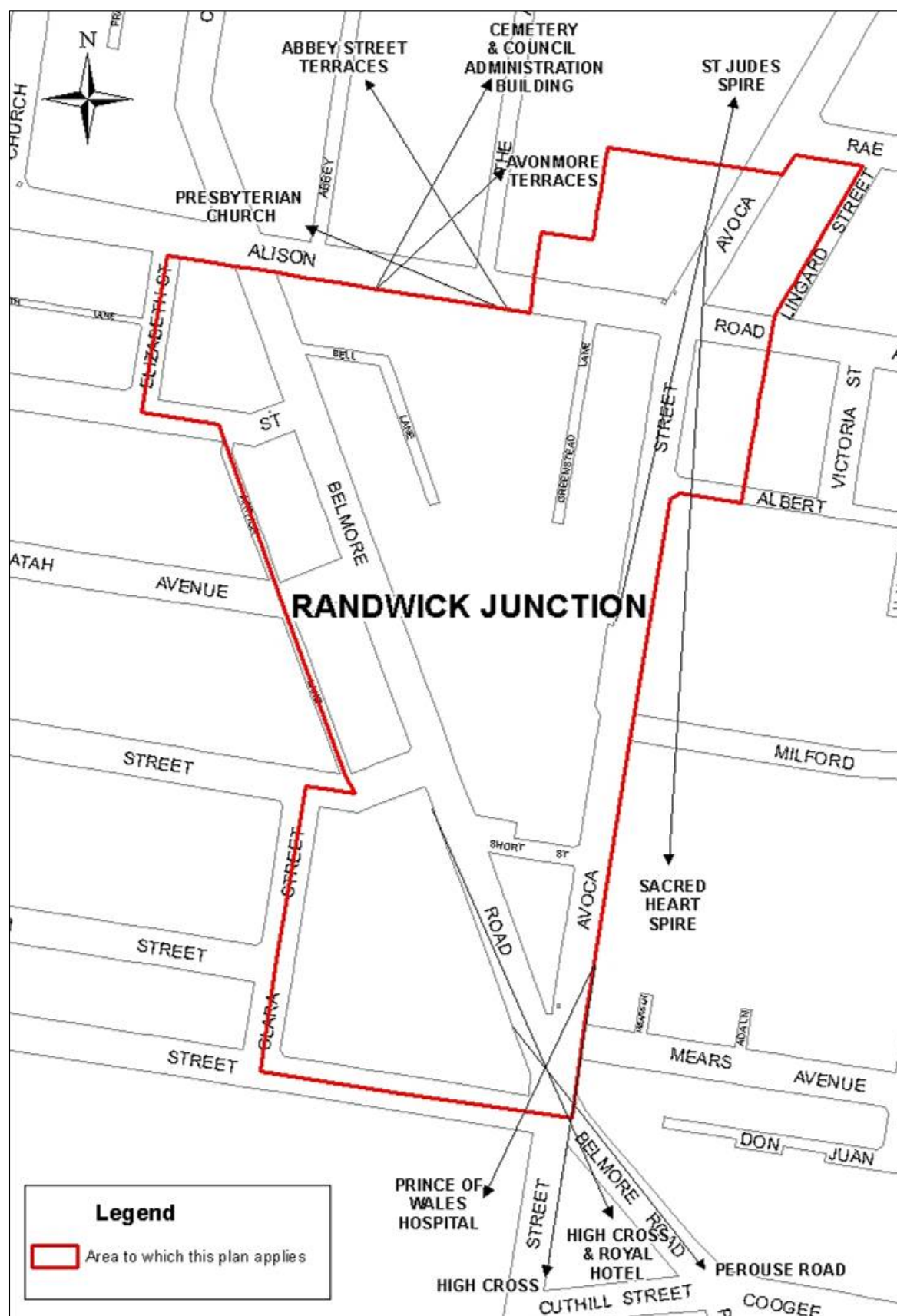
There are a number of important landmarks just outside Randwick Junction in adjacent heritage conservation areas, including St. Jude's Church, cemetery and associated buildings, Randwick Town Hall, Randwick Presbyterian Church, Alison Park and surrounding terraces, the Sacred Heart Church, High Cross 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) New 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 nos110 – 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) New development should relate to the dimensions and shape of the site.
- iv) New 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) New 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) A maximum building height of 12m and a floor space ratio of 1.5:1 apply to land in the commercial area (business zone) via the RLEP.

Note:

The floor space ratio may not be achievable if the 12m height control is not satisfied, or if residential amenity standards are not able to be maintained

- 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.

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.

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.

One of the few original shopfronts remaining in Belmore Road.



- 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) New 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) New 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.

10.6 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.