

Randwick Junction Town Centre Review

Issues Paper

Draft
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Executive Summary

Randwick Junction has been the centre of commercial activity in Randwick since the establishment of the suburb in the mid nineteenth century, and the evolution of the Centre has retained much of its heritage values and character. The Centre's catchment includes a significant employment component in addition to a large local residential population, catering to over 46,000 residents and workers within an 800m to 1km radius.

The Centre has evolved as a vibrant, fine grain mixed use centre with a range of convenience retail, local services, community and business uses, in addition to a significant number of health/medical related uses, due to its strong relationship with the adjacent Randwick Hospitals Campus.

The Randwick Junction Town Centre Issues Paper aims to set a strong base for a strategic review of Randwick Junction Town Centre, which was last reviewed in detail in the 1990s, in order to ensure the strategic directions and planning framework for the centre is robust and well aligned with future needs and opportunities. The Issues Paper includes key baseline information and analysis, and identifies key issues and recommendations to be further investigated in developing a long term strategy.

Specifically the review aims to:

- Support the Centre's important role in serving the community, visitors, students and workers
- Understand and plan for the current and future economic, cultural, environmental and social needs and opportunities
- Understand, protect and enhance desirable built form, character, public domain and heritage
- Address and respond to population and employment growth, and the introduction of light rail.

Key issues:

Strong employment growth is forecast in the vicinity of the Centre, and this coupled with increased activity generated by the introduction of light rail, is expected to add to the demand for retail, business and other town centre uses. Research also suggests there is unmet demand for short term accommodation, key worker and student accommodation.

There is limited existing floor space capacity in the Centre, and analysis indicates it is insufficient to cater to conservative additional floor space demands. Existing available capacity is fragmented, and often on upper levels in older building stock which is unsuited to contemporary town centre uses. There is a need to balance the forecast growth demands and future uses expected for the Centre, while supporting investment in and preservation of its valued heritage character.

The Centre is highly accessible, and experiences high levels of pedestrian activity together with vehicular traffic, and public transport movements – all of which impact Belmore Road in particular. The introduction of light rail is expected to impact the movement of people, cyclists and vehicles to and within the Centre.

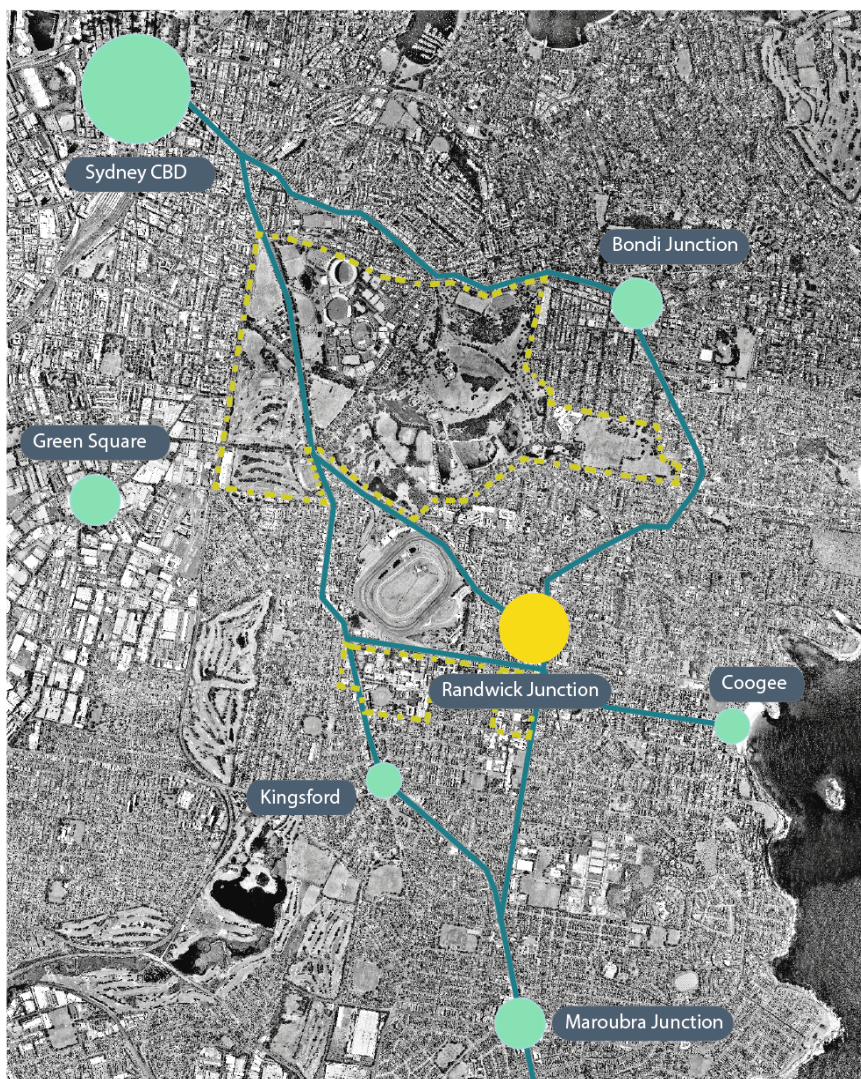
Key recommendations for inclusion in a Town Centre Strategy include investigating:

- Opportunities to increase capacity through investigating town centre boundaries, options for large consolidated sites, smaller incremental infill opportunities, and laneway activation.
- Incentives and options to preserve heritage values and improve streetscape cohesion;
- Transport patterns arising from introduction of light rail and a redesigned bus network, and investigate options to improve pedestrian safety and amenity while addressing vehicular access and servicing needs
- A comprehensive public domain improvement strategy

Introduction

Randwick Junction Town Centre

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.



Randwick Junction provides a “fine grain” street-based retail experience, an alternative to larger centres that is highly valued by both residents and visitors.

Randwick Junction has been the centre of commercial activity in Randwick since the establishment of the suburb in the mid nineteenth century. It has evolved as a traditional strip based town centre, comprising a mixture of fine grain two to three storey “shop-top” buildings, as well as more contemporary shopping centres and taller strata buildings. The heritage values and character of the Town Centre are recognised in the current planning framework.

In the draft East Subregional Strategy (2007) town centres are defined as having

- A large group of 50+ retail and services; 1-2 supermarkets
- Some community facilities, specialist medical/schools, restaurants
- 800m radius catchment – usually a residential origin than employment destination
- Typical dwelling range 4500 – 9500 dwellings in centre or walking distance
- Heavy rail and/or strategic bus and local bus network
- Need to balance parking, service access, and through traffic with the need for a pleasant residential and pedestrian environment.
- Town square, main street, library, sport facilities, reasonable access to parkland

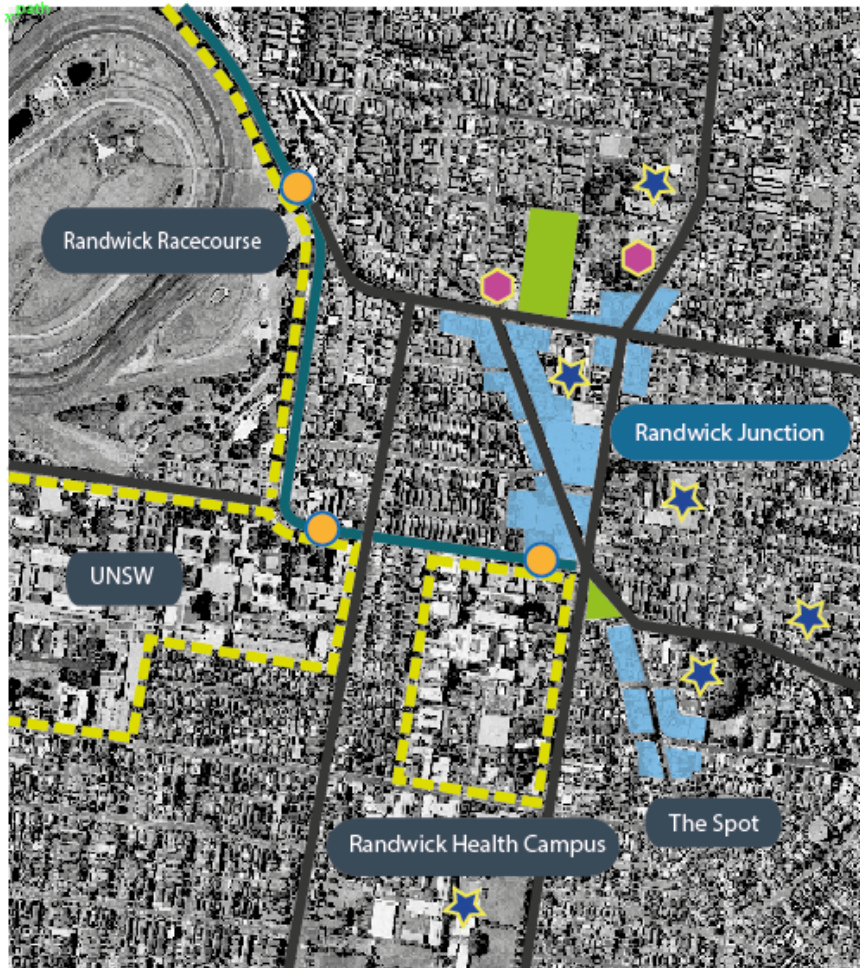
Randwick Junction fits this definition well. A key exception is the centre's proximity to the Randwick Health Campus and the University of NSW, and an established medium density residential area within walking distance of the Centre. The Centre's catchment includes a significant employment component in addition to a larger local residential population than the above definition suggests.

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.

Town Centre and local context



Legend

-  Light rail stops
-  Educational establishments
-  Churches

Historical Development

Prior to European settlement, the area known as Randwick today comprised sand hills, shrubs, heath and swamps occupied by the Cadigal people (the saltwater clans) whose territory extended through Randwick City from South Head to Botany Bay. At the time of European settlement an overland route from Sydney Cove to Botany Bay was created and is possibly the oldest road in Sydney, today's Avoca Street and Frenchman's Road.

Randwick was Sydney's first suburban municipality, established in 1859, and described as a beautiful seaside suburb. It transformed from a village with poor access in the 1840s to a suburb with trams by the 1880s. Many consider the vision and passion of a prominent resident landowner and later Chairman of the first Council, Simeon Henry Pearce as having the greatest influence on its establishment and early growth.

Pearce's vision was for a model village with an ideal physical, social and economic structure. He advocated for the name 'Randwick' to be used (after his home village in Gloucestershire, England), and supported improvements to the area such as the telegraph (1875), postal service (1878), gas lighting (1879) and tram service (1880).

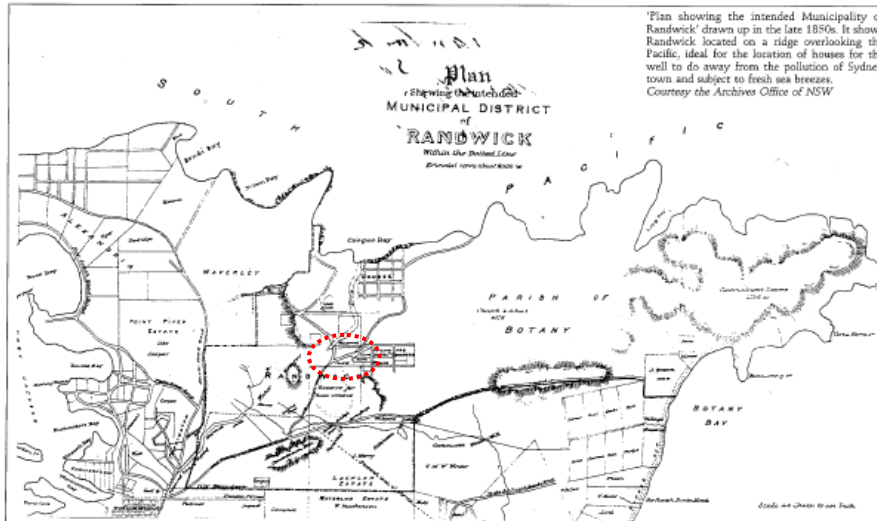
Two significant phases of population growth in Randwick have occurred with the opening of the tram service (1880s) and the flat boom of the 1920s and 1930s with Randwick being the most densely populated Municipality at this time. The baby boom of the 1960s and 1970s further concentrated flat development.

The area has experienced extraordinary change since the first racecourse was established in Randwick in 1833. The racing industry is believed to be the first major employer of the Municipality. From as early as the 1850s hospital/institutional services as well as recreational and educational activities have also shaped the suburb. Avoca Street was the original focus for transport movement, with large sandstone public buildings being built such as the Town Hall, churches and Destitute Children's Asylum, now part of Prince of Wales Hospital.

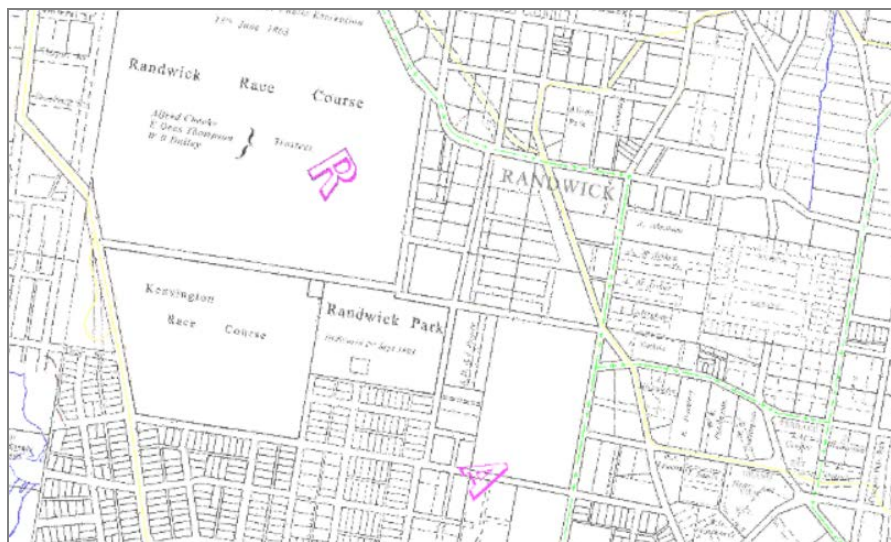


Chronology

Pre Colonial (pre 1820s)		Cadigal people's territory relied on local swamps and vegetation. Earth pathways (or 'maru') to coastal areas were created
Early Colonial (1820s-50s)	1820s 1823 1842 1848 1850	Landscape radically altered by timber cutters & hunters First land grants in Randwick Australian Jockey Club formed Blenheim House completed by Simeon Pearce Struggletown dwellings constructed
Suburbanisation (1850s-80s)	1850s 1858 1856 1859 1865 1867	Sydney Omnibus Company operated horse buses 4 times daily to Randwick Some 30 houses existed in Randwick Construction of the first building on the Randwick Health Campus by Edmund Blackett Randwick declared a suburban municipality, first in Australia First derby day at Randwick Racecourse attended by 12,000 people Catherine Hayes Hospital construction - First Hospital on the Randwick Health Campus
Victorian (1880s-1900)	1891 1874 1880 1883 1888	Population 6,200 First statue of Captain Cook erected in Australia corner Belmore Road & Avoca Street Steam trams operated to Randwick, transforming the area Randwick Public School opened Centennial Park opened
Federation (1900-1920s)	1901 1921 1915 1918	Population: 9,700 Tram service from Central Railway to Maroubra via Anzac Parade Destitute Children's Asylum became a military and repatriation hospital William Inglis & Sons acquired Newmarket
Inter war (1920s-30s)	1920s-30s	Population 51,000 (1921) - 79,000 (1933) 55% increase in 12 years 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
Post war (1950s)	1960 1949 1953 1950s 1950s	Population: 100,000 University of NSW founded on the old Kensington Racecourse Military and repatriation hospital renamed Prince of Wales Hospital Expansion of suburbs south of Maroubra Increased overseas migration. Migrant Hostel on the Old Tote site UNSW
Baby Boom (1960s/70s)	1976 1960s 1961 1965 1976	Population 123,000 Large scale unit development in Randwick, Kingsford, Kensington and Coogee Last tram ran along Anzac Parade replaced by bus services 393, 394, 395, 396 Randwick TAFE established The Sydney Children's Hospital was established at Randwick Health Campus
1980s/1990s	1980s 1987 1990 1993 1997	Population decline across municipality, mainly due to lower household size NIDA relocates to new premises on Anzac Parade Randwick Municipality was proclaimed a City Major redevelopment of the Randwick Health Campus Women's Hospital relocates to Prince of Wales Campus
2000 - Present	2009 2001 2000s 2010	Population 125,000 Prince Henry Hospital relocates to Prince of Wales Hospital Development of medical research institutions on Randwick Health Campus Frank Lowy Cancer Research Centre, UNSW, opened by Prime Minister and Premier



Randwick Municipality showing Randwick Junction road structure (c1860)



Randwick Town Plan (1917)



Avoca Street, 1880s



Belmore Road, c1925

The Review

Purpose

This Issues Paper aims to set a strong base for a strategic review of Randwick Junction Town Centre, in order to ensure the strategic directions and planning framework for the centre is robust and well aligned with future needs and opportunities.

Specifically this Review aims to:

- Support the important role of Randwick Junction Town Centre in serving the community, visitors, students and workers
- Understand and plan for the current and future economic, cultural, environmental and social needs and opportunities impacting the Centre
- Understand, protect and enhance the desirable built form, character, public domain and heritage values in the Centre
- Address key external change agents including population and employment growth, and the introduction of light rail.

The Randwick Junction Town Centre Review will be coordinated with the timeframe of the Metropolitan and District Planning process, which sets key planning directions and targets for 2031.

Methodology

Structure

The Randwick Junction Town Centre Review is being undertaken in three key stages:

1. Baseline information and analysis
2. Issues Paper
3. Strategy

The Issues Paper includes key baseline information and analysis, and identifies key issues and recommendations to be further investigated in developing a long term strategy.

Baseline information and analysis includes research, desktop and site analysis, with data collation including:

- Land use and floor space audit
- Capacity analysis
- Development activity analysis
- Retail trends research
- Site analysis

- Urban design study
- Demographic research

Specialist input

Specialist input has been commissioned during Stage One of the Town Centre review to ensure there is a strong evidence base to inform the key issues. These include:

- Heritage review by City Plan Heritage
- Economic impact analysis of light rail and future floor space demand by MacroPlan Dimasi.

As part of Council's e-planning program this study is embracing 3D technology across the project. A three dimensional block model has been developed to provide a base of the existing town centre, and serves as a platform for illustrating existing characteristics as well as allowing for future illustration and scenario testing of possible strategies.

Consultation and Engagement

Targeted consultation during the first two stages has included interviews with major businesses, property managers and landowners in the Centre, including AMP (owners and managers of Royal Randwick Shopping Centre), and representatives of Randwick Plaza Shopping Centre. Additionally, ongoing liaison with the University of NSW and NSW Health via the Randwick Education and Health Precinct Reference Group has helped to articulate the role and activities in the Town Centre, as well as providing key input into the needs and future aspirations of these major land owners and surrounding influences.

An internal workshop was also held with Council planning, property, transport and sustainability specialists to generate discussion on issues and opportunities facing the Centre.

Broad consultation and engagement with the community, workers and visitors to the town Centre will form an important part of the development of a Town Centre Strategy during Stage three, as outlined in the Randwick Town Centre Review Consultation Framework.

Strategic Context

Planning Context

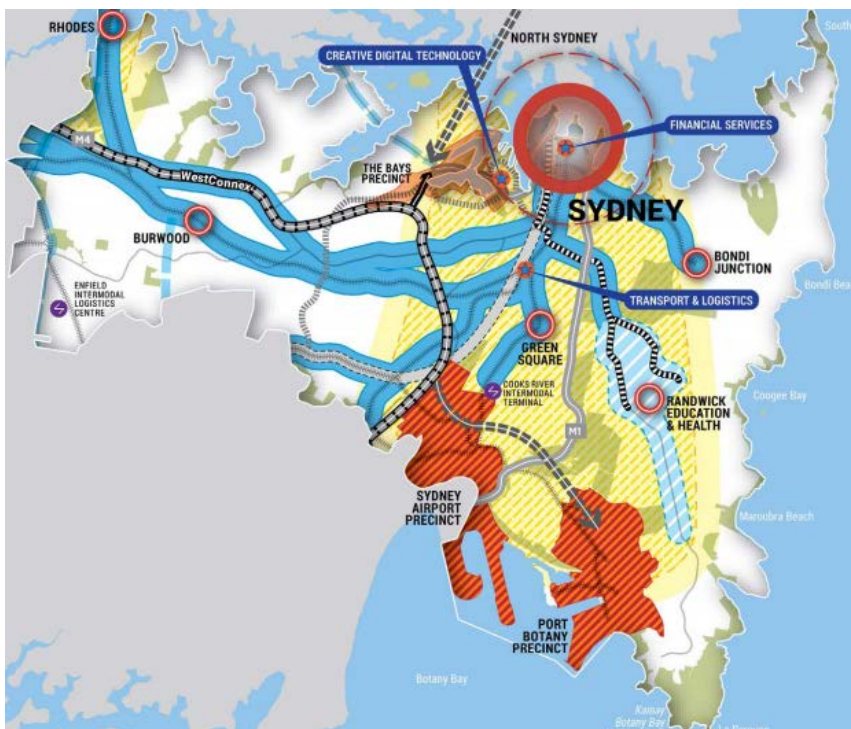
State Planning Directions

Metropolitan and District Planning

The new Sydney Metropolitan Strategy “A Plan for Growing Sydney” was released in December 2014. It contains a citywide direction to accelerate urban renewal across Sydney – providing homes closer to jobs. Local renewal opportunities around the CBD and South East light rail alignment are indicated for investigation with Council.

Randwick City Council LGA lies within the Central District, which also comprises Ashfield, Botany Bay, Burwood, Canada Bay, Leichhardt, Marrickville, Strathfield, City of Sydney, Waverley and Woollahra. Specific directions for the Central Subregion include:

Working with councils to identify suitable locations for revitalised suburbs, new services, homes and jobs close to transport including the ... CBD and South East light rail.



Central District Map (A Plan for Growing Sydney)

Randwick Junction Town Centre is adjacent to the Randwick Education and Health Specialised Precinct. The Plan for Growing Sydney contains directions for this Precinct to:

Support health-related land uses and infrastructure around Prince of Wales Hospital and Sydney Children's Hospital; support education-related land uses and infrastructure around the University of NSW, and work with Council to identify if opportunities exist for urban renewal around Randwick's education and health facilities, including offices, retail, services, housing and local community improvements.

A draft Central District Plan is expected to be released for public exhibition in late 2016. This Plan will build on the directions of the Plan for Growing Sydney, and provide specific actions that will inform the development of the Town Centre Strategy and future planning framework.

Local Planning Strategies

Randwick City Plan

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. Relevant directions in the Randwick City Plan include:

6d: A strategic land use framework provides for our lifestyle changes and for a continuing yet low rate of growth across our city: continually monitor and update the strategic land use framework for continual improvement

6f: Foster distinct neighbourhoods with commercial centres that meet the needs of our community as places to work, shop, live and socialise – undertake an ongoing program of comprehensive commercial centre reviews.

8a: Vibrant business, commercial and industrial sectors that provide ongoing and diverse employment opportunities and serve the community – implement the adopted recommendations of the Economic Development strategy

Economic Development Strategy (2009)

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.

The Economic Development Strategy recognises the importance of the relationship between the Health and Education Precinct and Randwick

Junction, and recommends further exploration and development of synergies between the Town Centre and key institutions. Policies that seek to strengthen activity in these major health and education institutions are also likely to have a positive impact on the surrounding town centres, given that both workers and students tend to undertake significant spending in the local area.

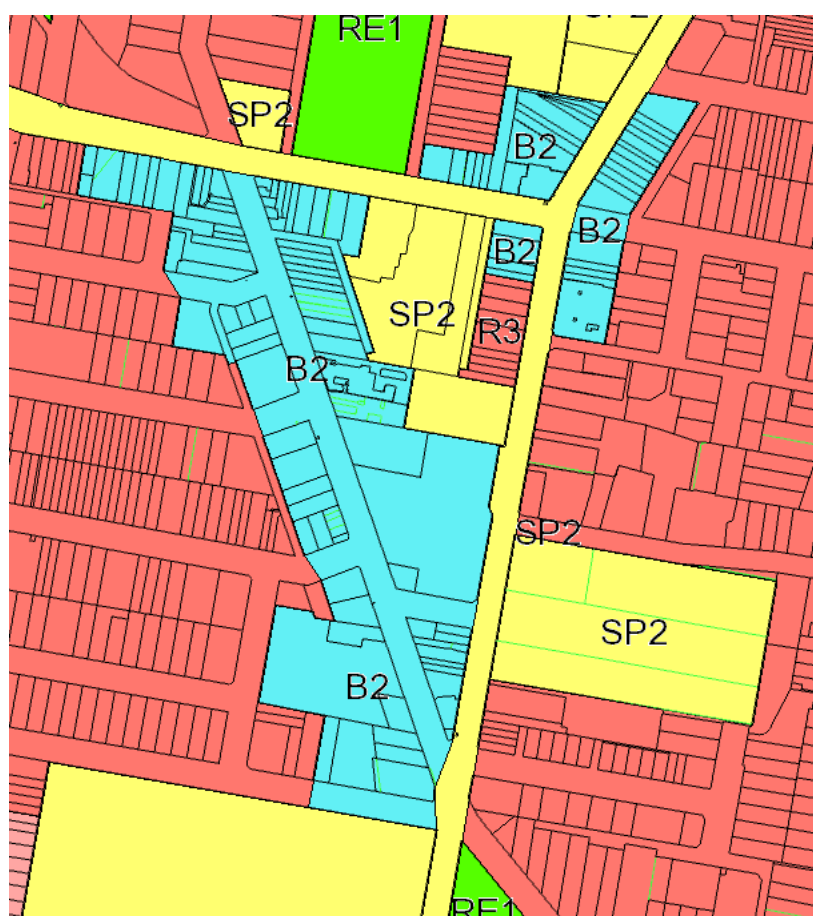
Current Planning Controls

Randwick Local Environmental Plan (RLEP) 2012

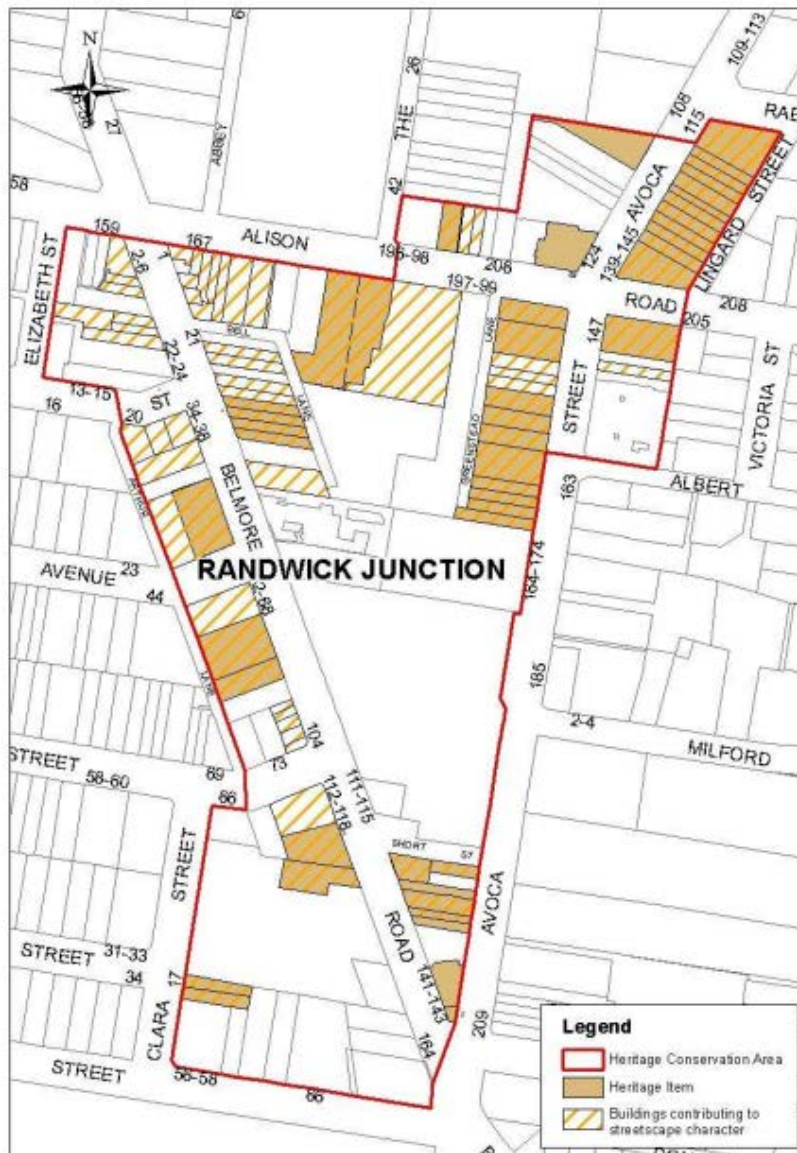
Randwick LEP 2012 outlines the applicable land use zones, principle development standards and key planning provisions for Randwick City. The key controls for Randwick Junction are outlined below:

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)

Relevant planning controls for Randwick Junction (RLEP 2012)



Land use zoning - Randwick Junction (RLEP2012)



LEP & DCP heritage provisions

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 47 heritage items.

Randwick DCP 2013

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.

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. The Study is currently in a working draft form, and is expected to progress following further design development of the light rail terminus and bus interchange in this area.

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

Economic impact of light rail (2016)

To supplement existing economic activity data, additional research has been commissioned to provide advice on the likely impacts of the introduction of light rail to Randwick Junction.

There are two components to the commission; firstly a case-study analysis of previous light rail economic impacts on relevant economic centres, and secondly, provision of updated demand projections for non-residential floor space in the Centre. Information from the first stage of this commission is included in this Paper.

Trends and Drivers

The changing nature of retail

The retail sector is going through a process of transition, with shopping patterns changing as customers embrace new online and mobile technology. Consumer behaviour over the past decade has also changed, with increased demand for a stronger 'experience' and a greater choice. A third trend towards smaller, more frequent shopping trips has created renewed interest in the convenience format and shopping locally to home and/or the workplace.

These trends are influencing the continued success of large format retail centres with everything under one roof, occurring in parallel with smaller centres offering convenience to a local catchment.

Implications for town centres

Town centres are public spaces, which have the advantage of being genuinely open to a diversity of activities. In order to effectively compete with larger standalone shopping centres, town centres offer convenience and an ability to provide a valued social and civic space with a range of functions.

Commercial leisure uses, such as cafes, bars, restaurants and cinemas are expected to constitute a growing demand for town centre floor space, enabling them to become destinations rather than just places for shopping and services.

The town centre of the future is likely to be a multifunctional destination, focusing around social, cultural, leisure, public services and civic uses – not just retail.

When applied to Randwick Junction, these implications should be considered in reference to the Centre's complementary relationship with the Spot, which has a strong leisure function.

Community preferences

Randwick City Council's community research identifies a number of factors which provide an insight into community preferences for town centres, and their perceived importance. The attractiveness of town centres, and the availability of parking are ranked in the top 12 indicators of community satisfaction with their local area.

Some factors specific to the role and importance of town centres are listed in the table below:

Activity	Rating of importance
Prefer to shop in local area	93% (important or very important)
Protection of Heritage buildings and items	86%
Attractiveness of town centres	73%
Council libraries	71%
Vitality of town centres	70%

Community preferences of Randwick residents (Micromex, 2014)

Population and employment growth

The Health and Education Precinct adjacent to Randwick Junction is expected to experience increased demand for growth in employment, which will have implications for Randwick Junction. Future population growth and dwelling demand across Randwick City is also forecast to be significantly higher compared to 2007 targets in the draft East Subregional Strategy (2007), as noted in the two tables below.

As the planning controls in RLEP 2012 for Randwick Junction responded to the directions in the draft Eastern Subregional Strategy (2007), the significantly increased forecast for both dwellings and employment will need to be addressed in the future planning framework for Randwick Junction. Further detail on employment and residential growth directions impacting Randwick are expected in the draft Central District Plan, due to be released later in 2016.

2007 Draft East Subregional Strategy	2004	2031	Change
Dwellings across Randwick City			8,400
Employment in Randwick Education and Health Specialised Centre	9,800	12,100	2,300 (+23.5%)

Dwelling and employment targets (DPE 2007)

2016 Update	2011	2031	Change
Dwellings across Randwick City (Department of Planning & Environment)	59,450	74,600	15,150 (+25%)
Employment in Randwick Education and Health Specialised Centre (Bureau of Transport Statistics)	14,371	18,953	4,582 (+32%)
Employment in Randwick Junction (travel zone) (Bureau of Transport Statistics)	2,754	3,871	1,117 (+29%)

Updated dwelling and employment projections (DPE, BTS, 2016)

Future floor space demand

An Economic Activity Study (2008) was commissioned by Council to inform the preparation of the Randwick LEP 2012. This Study included a floor space audit of Randwick Junction, an analysis of future demand across different retail and business categories, and a forecast of future floorspace demand up to 2031. A summary of the findings is included below:

Item	2006 (base)	2031	Change
Total retail/commercial floor space	60,066 sqm	71,500 sqm	+ 19% 11,412 sqm

Updated demand projections commissioned from MacroPlan Dimasi will update this information taking into account new population and employment projections, and the impact of the introduction of light rail, and inform the development of the Town Centre Strategy.

Health, medical, research and related commercial activities are also expected to impact floorspace demand in and around Randwick Junction. Campus master-planning by NSW Health for the Hospitals complex, and the University of NSW indicates strong ties between the two institutions, with synergies in planning for future health, education and research opportunities. Planning to accommodate these demands should be balanced against the need for the Town Centre to remain a focus for the local community, with suitable opportunities for retail, services, business, social and cultural uses.

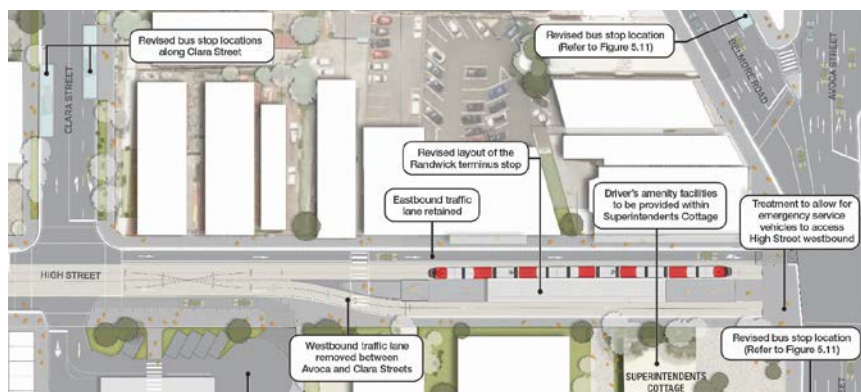
CBD and South East Light Rail

Overview

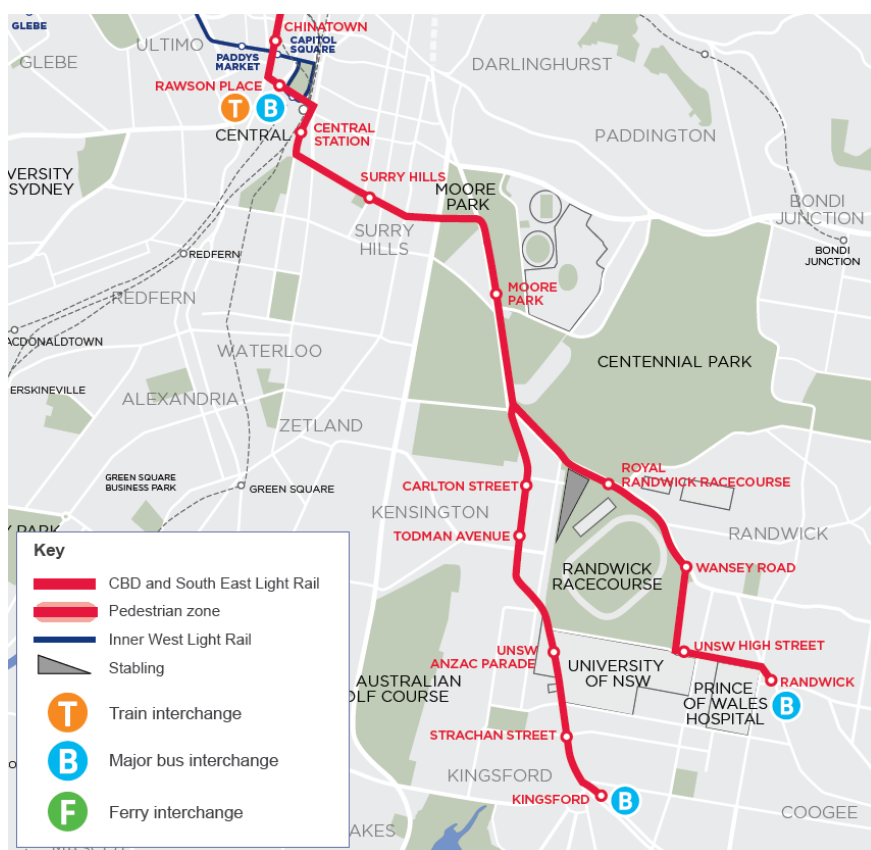
The CBD and South East light rail project, due to be completed in 2019, will provide a reliable, high capacity and high frequency service connecting Randwick City to Central Station and Sydney CBD.

Each light rail vehicle can accommodate 466 passengers, with the Randwick branch of the service catering for up to 4500 passengers per hour in peak periods. Further information on the capacity of the light rail is included in the analysis section.

A major light rail and bus interchange is to be located in High Street, at the southern boundary of Randwick Junction. Bus services from the south-east will be re-designed to interchange with light rail at this location, with an outbound bus interchange located on Belmore Road, and an inbound interchange located on Avoca Street.



Conceptual layout of Randwick light rail terminus in High Street (TfNSW)



Light Rail route map (Source: Transport for NSW)

Implications for Randwick Junction

The light rail project will bring people into Randwick who would have previously used a direct service from the CBD/Central Sydney to their destinations in the south-east, such as Maroubra Beach and Coogee.

While the Randwick light rail and bus interchange is designed to be a seamless and direct transfer, it is likely that a proportion of light rail

passengers will incorporate trips to the adjoining centres of Randwick Junction and The Spot as part of their journey.



Montage showing the light rail terminus at High Street (Source: TfNSW)

Economic impact

MacroPlan Dimasi have been commissioned to provide advice on the likely economic impact of the light rail project on town centres. Preliminary issues and recommendations for Randwick Junction are:

Observations

- The Centre is already a vibrant and functional retail/commercial precinct with a diverse mix of convenience retail.
- There is an opportunity to enhance the medical/health-oriented offer with additional medical consulting facilities, hotels, temporary accommodation, and staff/student accommodation.
- There is limited opportunity for additional health, medical or commercial businesses within the existing Local Centre zone
- There are limited short term/temporary accommodation facilities in the immediate vicinity of the health campus, with the closest large facilities located at Coogee
- Threat of congestion at peak times around Belmore Road/Avoca Street

Recommendations

- Randwick Local Centre zone should be considered for expansion to enable multiplier benefits to be realised from the University/Hospital precinct
- Investigate mixed-use, podium development with retail uses at ground level, and opportunities for community, medical or accommodation uses on upper levels
- Moderate scale mixed use development is recommended for Belmore Road to preserve its character, with investigation of other locations for residential intensification

Analysis

Land use

Land use distribution

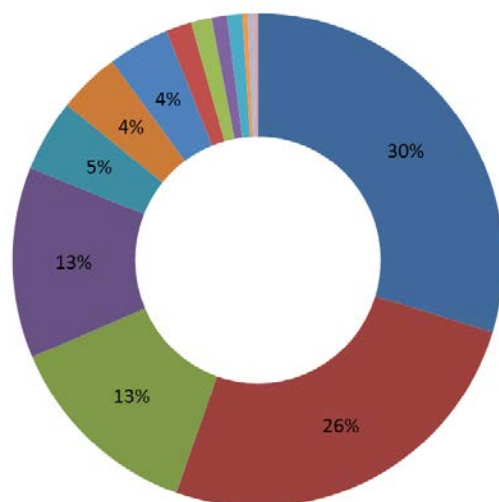
The Centre accommodates a wide variety of business and retail activities. There are approximately 300 businesses in Randwick Junction, primarily located on the ground and first floors.

Number of businesses	294
Ground floor	275
First floor and upper levels	19

As a traditional strip-based town centre, the ground floor uses are a strong indicator of the Centre's focus. A land use survey of the ground floor uses shows that retail trade (30%), food & drink premises (26%) and health care related services (13%) make up almost 70% of the total number of businesses.

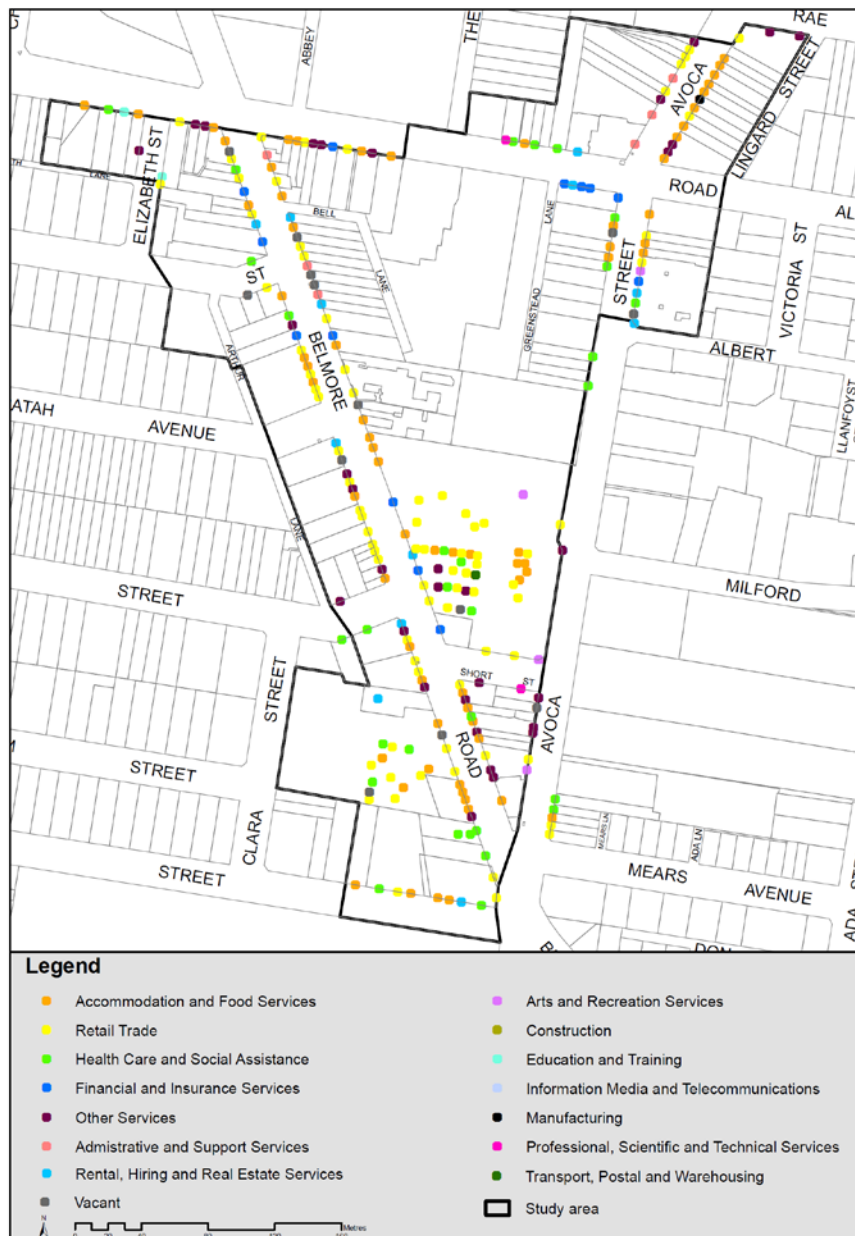
Belmore Road is the most active shopping strip in the Centre. Nearly 70% of the businesses in the Centre are located along Belmore Road.

The spatial distribution of uses and business types does not have a specific pattern across the Centre. However, the southern section of Belmore Road generally has a higher share of food services and health care businesses, given its close proximity to the Randwick Hospitals Campus.



- Retail trade
- Accommodation and food services
- Health care and social assistance
- Other services
- Vacant
- Financial and insurance services
- Rental, hiring and real estate services
- Arts and recreation services
- Administrative and support services
- Education and training
- Professional, scientific and technical services
- Information media and telecommunications
- Manufacturing
- Transport, postal and warehousing

Ground-floor uses in the town centre



Ground floor uses in the Centre

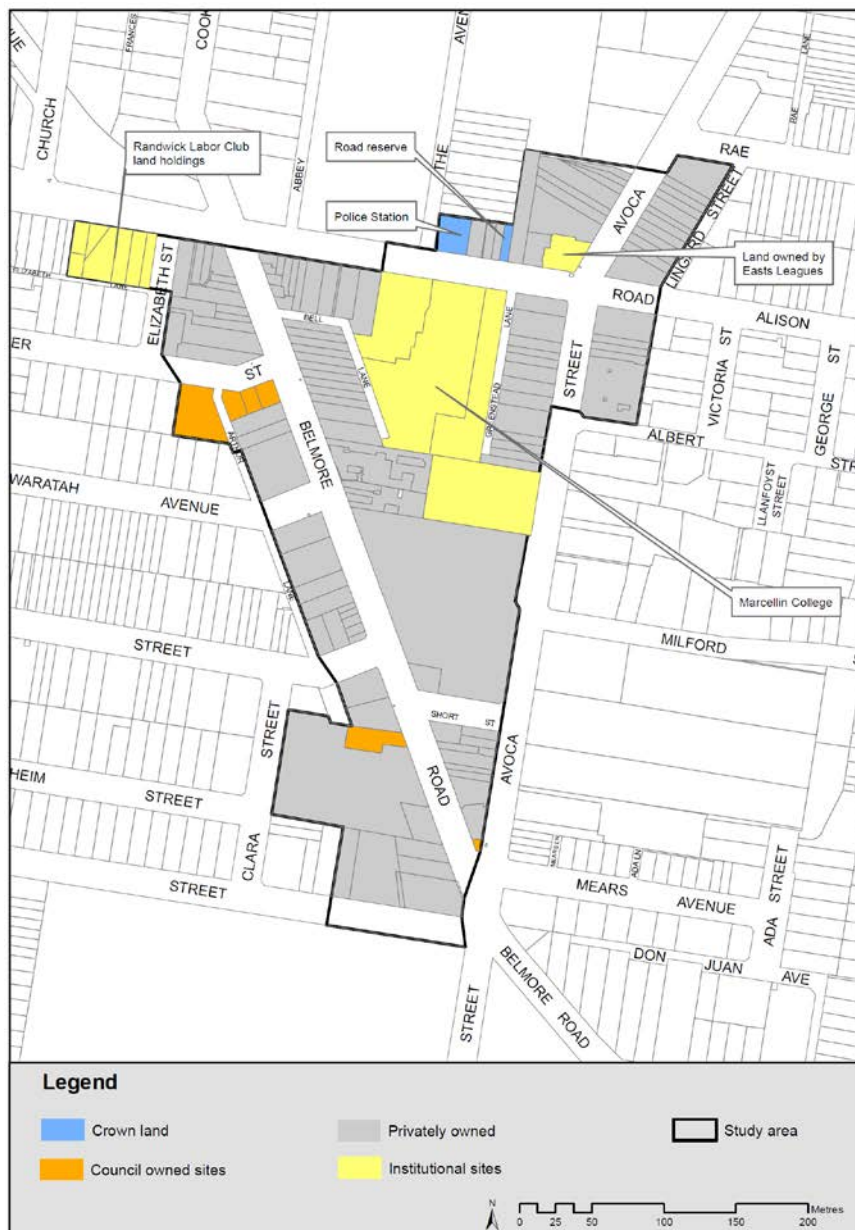
Similar to other local centres in Randwick City, Randwick Junction has a mixed use character, with residential uses common on upper levels. More than 60% of the dwellings provided in the Centre are in the form of mixed-use development.

Number of dwellings	
Boarding house rooms (under construction)	6
Serviced apartment rooms	94
Hotel rooms	12
Residential units in mixed use development	218
Other (Shop-top fine grain)	8

Land ownership

Ownership distribution

The majority of land in the Centre is privately owned (approximately 90%). Land owned by Randwick Council includes the public car park at the corner of Silver Street and Arthur Lane, a row of three business properties along Silver Street, Sandgate Cottage and the Captain Cook Statue. Other government owned or insitutional land includes a police station, Marcellin College and land owned by Randwick Labor Club abd Eastern Suburbs Leagues Club.



Ownership (Crown land, Council land and private properties)



Ownership (consolidated sites and strata titled buildings)

Consolidated and strata ownership

Towards the northern end of the Centre are a number of consolidated sites with 2 or more adjoining properties under single ownership, with aggregated site areas varying from 250m² to 2,000m². The remainder of the Centre shows relatively fragmented ownership. There are 20 strata titled buildings in the Centre, with two under single ownership.

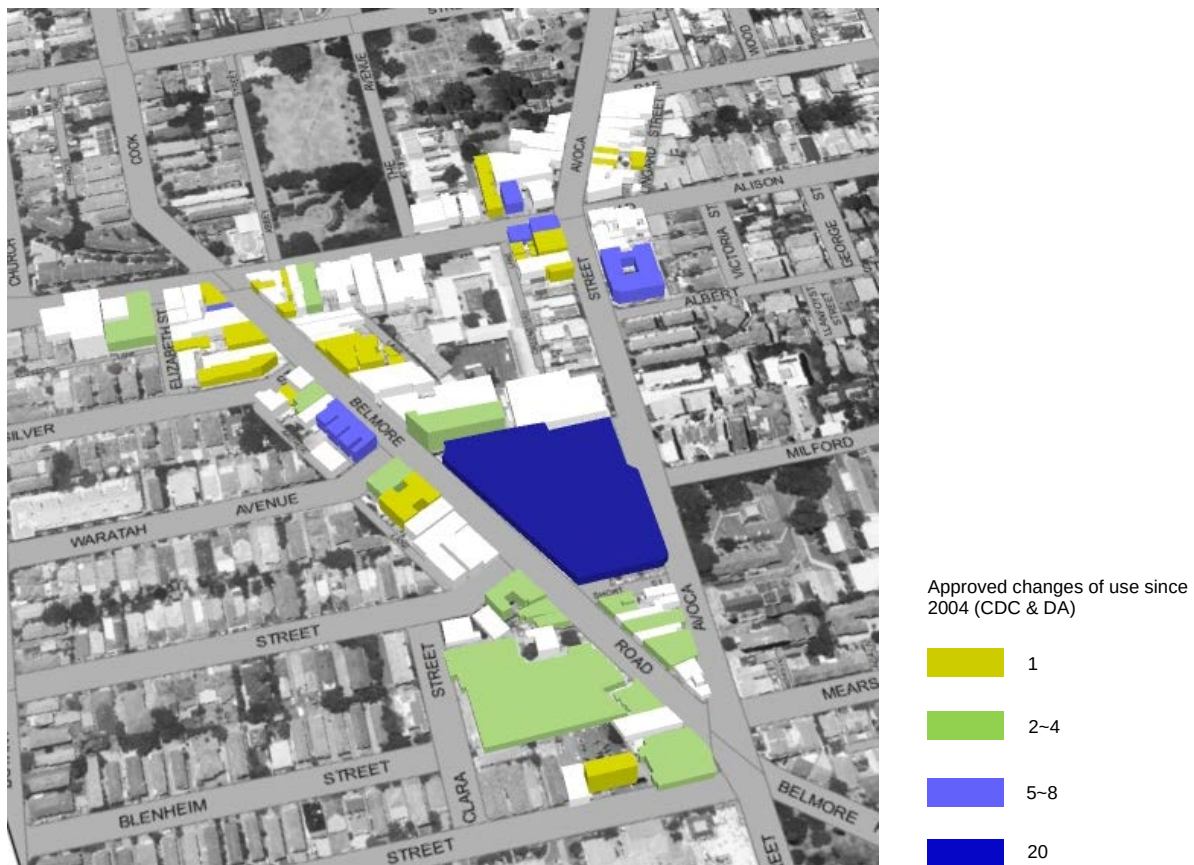
Development trends

Changes of use

There have been over 100 changes of use (via development applications or complying development certificates) approved in Randwick Junction in the last 10 years. Other changes of use undertaken as exempt development will also have occurred; however, there is no available data showing the history of exempt development over time.

Almost 60% of the approved changes of use relate to food and drink services (20%), health care/medical services (18%) and other services (20%) such as beauty/hair salons.

A large proportion of these “change of use” activities occurred on Belmore Road, in particular, within the southern part of the Centre. The mixture of businesses along Avoca Street has remained relatively static, apart from two recent developments, located at 126 Avoca St and 2 Albert St, Randwick.



Changes of use since 2004

New buildings or substantial alterations/additions

While the Centre is largely characterised by 2-3 storey shop-top buildings, a number of new developments and substantial alterations/additions have gradually modified the Centre's streetscape character.

Mostly located at prominent corners, these contemporary developments are generally in keeping with the dominant built form of the Centre with minor or moderate variations (except for the former Gemini Hotel). Almost 70% of these newer developments are for the purposes of medical centres or mixed uses.



- | | Developed | yet to be developed | |
|---|---|---------------------|--|
| 1 | 110-122 Avoca St
new mixed-use development, approved 2004 | 6 | 1-3 Elizabeth St
new mixed-use development, approved 2004 |
| 2 | 126 Avoca St
adaptive reuse of existing heritage item with an additional 4th level and construction of a new 5-storey commercial building, approved 2004 | 7 | 12 Belmore Rd
new mixed-use development (including boarding houses), approved 2014 |
| 3 | 2 Albert St
new mixed-use development, approved 2005 | 8 | 13 Silver St
new 3-storey medical centre, approved 2008 |
| 4 | 53-63 Belmore Road
new mixed-use development, approved 2004 | 9 | 164 Belmore Rd
new part 3, part 4 medical centre, approved 2008 |
| 5 | Former Gemini Hotel
converting into mixed-use development, including residential units, serviced apartments and retail, approved 2011 | 10 | 166-168 Belmore Rd
Substantial upgrade including new roof deck, glazing, street awning and signage, approved 2015 |

New buildings or substantial alterations in the last 10 years

Key Messages

- Retail trade, food & drink premises and health care related services are the three main businesses in the Centre. The majority of business activities are on the ground floor, especially along Belmore Road.
- The Centre also accommodates residential uses, often located on the first and upper levels in the form of mixed-use development.
- Land in the Centre is generally under fragmented ownership except for numerous consolidated sites located towards the southern end of the Centre.
- The mixture of businesses in the Centre is changing over time reflecting the market demand. The majority of these changes relate to food and drink services, health care/medical services and other services such as beauty/hair salons.
- Future town centre demands include a range of convenience and discretionary retail uses, business, services, social, and cultural uses as well as pressure for health, medical and research uses from the adjacent Education and Health Precinct.
- Demand for key worker, student and short term accommodation is also indicated.
- There have not been many significant modifications to the established heritage character and built form of the Centre. Newer development or modifications are generally in keeping with the dominant streetscape character and reflect a growing demand and trend for mixed uses and medical related uses.

Capacity Analysis

A desktop analysis has been undertaken to identify the capacity within the Centre to accommodate future demand for growth and change under the current development controls.

Maximum Floor Space Ratio	2:1
Maximum height	12m

Current development controls (RLEP 2012)

Existing situation

Existing floorspace within the Centre was estimated by calculating the areas of building footprints multiplied by the number of storeys. While this method is likely to contain some inaccuracies on an individual site basis, it is useful as an indicator of the overall extent of development in the Centre.

The table below illustrates that existing total floorspace in the Centre is already close to the current maximum floorspace under RLEP 2012, and limited capacity for growth is available.

Items	Calculation
Total number of sites	113
Aggregate floorspace (estimate)	115,270m²
Aggregate lot size of all sites in the Centre	61,400m²
Aggregate FSR (estimate)	1.88:1

Existing floorspace estimate

Capacity analysis

Although the above calculations of existing floorspace indicate an overall capacity in the Centre of 7,500m² (61,400 x 2 - 115,270) under the current controls, a further analysis has been undertaken to take into consideration various factors, such as constrained sites that are unlikely to be developed, existing sites that substantially exceed current controls which have distorted the result, and the likely timeframe for redevelopment (e.g. short, medium or long term) due to ownership status or/and site conditions.

Step 1: Constraints

In Randwick Junction there are 41 sites which are unlikely to be redeveloped due to significant site constraints, as noted in the table below:

Constraint	Number of properties
Recent developments (post -1990) or sites under construction	8
Properties heritage listed in RLEP 2012	30*
Existing development substantially over current controls	3
Total constrained sites	41

Note*: Properties at 110-116 Avoca Street are also heritage listed, which together with the adjoining properties at 118-122 Avoca Street are subject to a DA approval for a new mixed-use development (DA not implemented yet). These properties, even though heritage listed, are not considered as constrained sites given the approved development and associated remaining capacity of approximately 2,470m².

Step 2: Capacity of available sites

Following exclusion of the constrained sites, the remaining 72 available sites provide a capacity of approximately 16,650m² in total, as shown in the table below:

Item	Calculation
Total number of available sites	72
Aggregate floorspace (estimate)	63,690m ²
Aggregate lot size	38,250m ²
Aggregate FSR (estimate)	1.67:1
Total available capacity*	16,650m ²

Note*: Available capacity = Lot size x Maximum FSR – Building footprint x No. of storeys

Step 3: Breakdown of development potential

The timeframe of the likely redevelopment of the available sites has been estimated based on the following assumptions:

Short term (< 5 years)

Sites that could possibly be redeveloped within the next 5 years, due to moderate ~ significant remaining capacity, consolidated ownership, good vehicular accessibility and reasonable site area and frontage width. Sites with existing DA consent but not yet constructed are also included in this category.

Medium term (5~10 years)

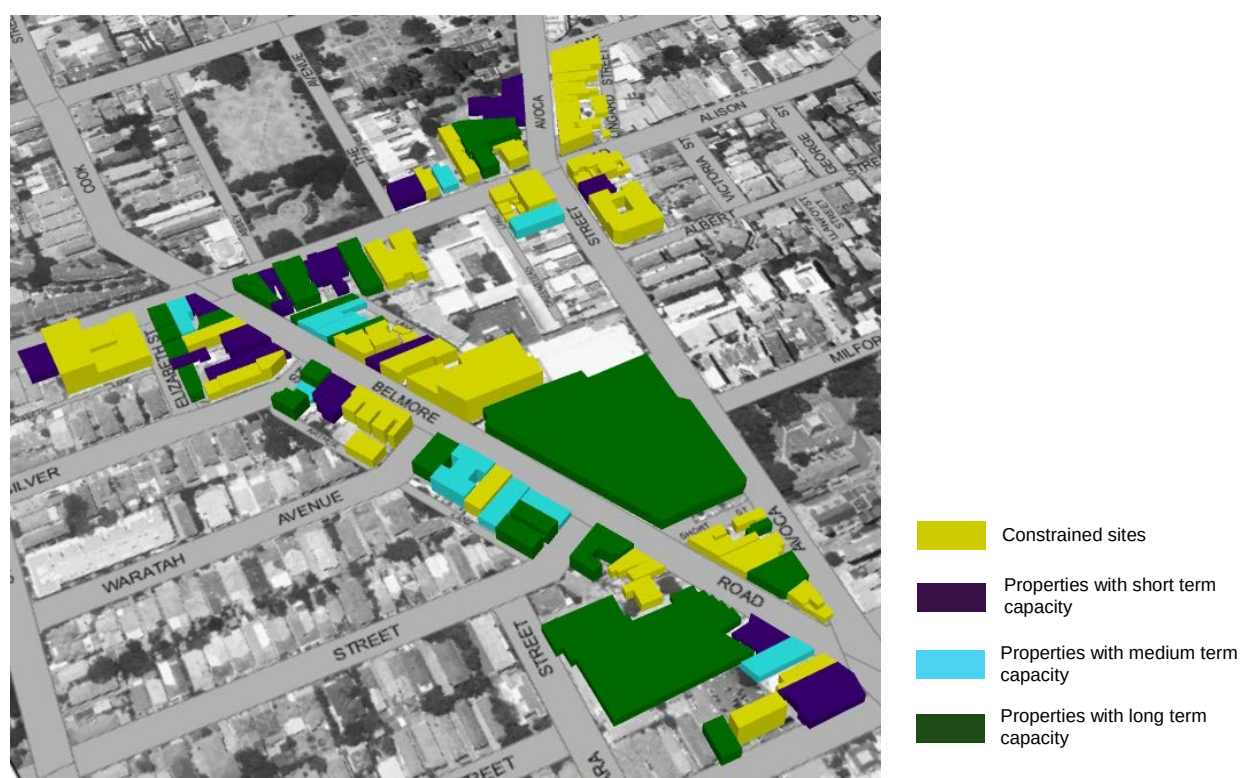
Sites with moderate remaining capacity, but in the form of old strata buildings or small/narrow sites with fragmented ownership, and with development potential following site amalgamation/ acquisition.

Long term (>10 years)

Sites that are at or close to the FSR or height limit or have a limited capacity of less than 50m², which may only be redeveloped under

updated/amended planning controls. This category includes sites that are substantially below the maximum floor space allowable, but are at or close to the maximum height limit, and where any increase in floor space is likely to breach current height controls (for example, the two shopping centres). Sites that are sandwiched by heritage items are also included in this category.

Timeframe	No. of properties	Capacity
Short term capacity	29	8,360m ²
Medium term capacity	14	1,760m ²
Long term capacity	29	6,530m ²
Total capacity	72	16,650m ²



Floorspace capacity in the Centre

Summary

The total floor space capacity of the Centre under the current planning controls (short and medium terms) is approximately 10,000m².

The distribution of sites with capacity is generally fragmented and there are no large sites or groups of sites with significant capacity. Sites with short or medium term capacity are largely located within the northern part of the Centre (e.g. Alison Road and northern end of Belmore Road). 29 sites are short-term opportunities suitable for redevelopment in the next 5 years delivering an additional floor space of approximately 8,000m². These sites are mostly consolidated sites that are already under single ownership.

Key Messages

- The current available floorspace capacity under current controls (short and medium terms) is approximately 10,000 m².
- The Centre has limited capacity to accommodate additional retail/commercial floorspace. This is because:
 - in most cases, sites with capacity have it on the upper levels, which are unlikely to be taken up for non-residential uses
 - if development feasibility is factored in, many sites with relatively small capacity are not feasible to be redeveloped but only incrementally extended (e.g. one additional floor). This is unlikely to deliver more retail/commercial floorspace on site
- There has been limited investment/upgrade towards aging heritage buildings, which may risk degradation of valued character and heritage significance.
- The potential impact of redevelopment of sites with capacity, especially on the contributory buildings and streetscape quality needs to be carefully addressed.

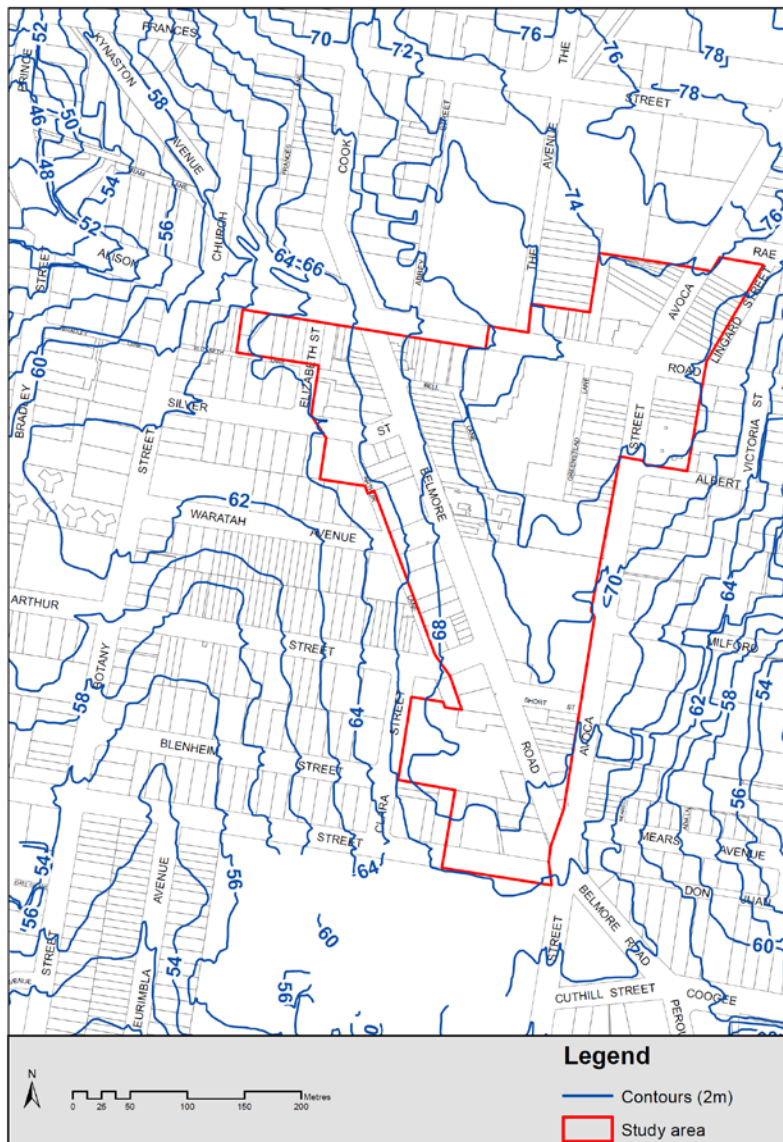
Urban Design Study

Urban structure

Topography

The Centre is situated atop a ridge line and generally slopes down to the west towards the basin of the Randwick Racecourse, to the east towards Coogee valley and to the south towards Maroubra.

Belmore Road and Avoca Street (sections within the Centre) are fairly level. Alison Road gradually slopes down from Marcellin College towards Randwick Labour Club, with a level difference of approximately 8m. Several side streets, such as Waratah Avenue and Arthur Street, are relatively steep, especially sections closer to Belmore Road.



Contours map (2m)

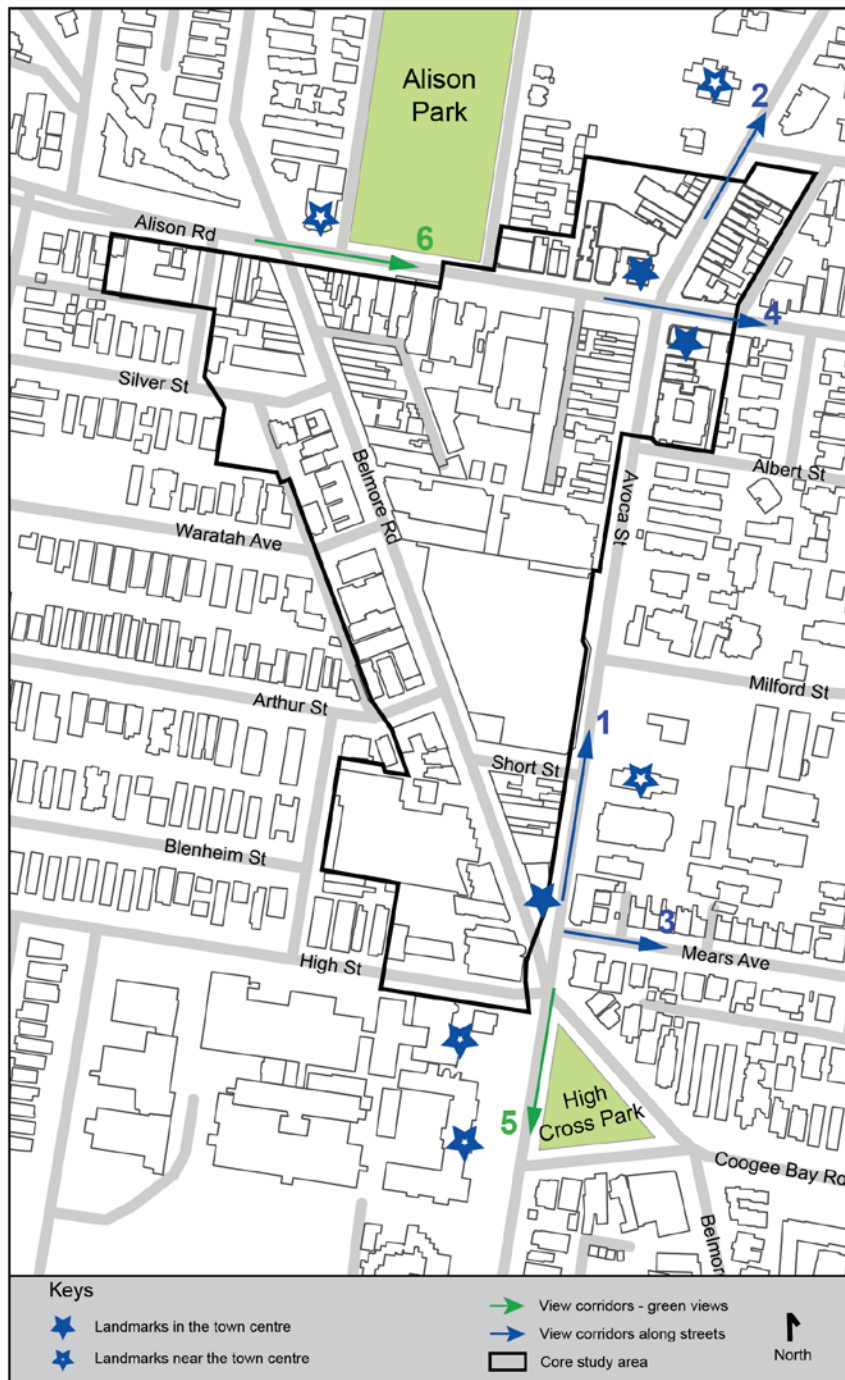
Landmarks and views

Several landmarks and prominent buildings contribute strongly to the visual character of the Centre, 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 Centre, 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 Centre.

The Prince of Wales Hospital's new Cancer Centre currently under construction on the corner of Avoca and High Streets is going to be a new landmark for the southern edge of the Centre.

Other significant views from the Centre 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.



Landmarks and views



5 Views towards a group of Cook Pines at High Cross Park



6 Views towards Alison Park along Alison Rd



1 Views towards Our Lady of the Sacred Heart Church along the eastern edge of the town centre



2 Views towards St Jude's Church from the northern end of the town centre



3 Views along tree-lined Mears Ave to the ocean



4 Views along Alison Rd (east) towards Coach and Horses Hotel and the ocean

Road network, block structure, subdivision pattern and footprints

The Centre is structured along three major roads, being Alison Road to the north, Avoca Street to the east and Belmore Road to the west. The Centre has a reasonable level of pedestrian permeability. A number of side streets connect Belmore Road with the medium density residential areas to the west, including Silver Street, Waratah Avenue, Arthur Street, Blenheim Street and High Street.

Direct access between Belmore Road and Avoca Street within the Centre is available via Short Street or through cross-site links within the Royal Randwick Shopping Centre. East-west access between Avoca Street and Belmore Road is restricted towards the northern part of the Centre due to the significant block size without cross street penetration, other than two dead-end service lanes.

The Centre demonstrates a general fine-grained subdivision pattern, with the exception of the more recent shopping centre developments (i.e. Randwick Plaza and Royal Randwick Shopping Centre) and the institutional use being the Marcellin College complex. These larger consolidated sites have introduced barriers to permeability of the blocks, with limited connections/links between Avoca Street and Belmore Road.

Most buildings fronting Belmore Road, Avoca Street and Alison Road are constructed to the street alignment (no setback), creating a continuous and defined edge along both sides of these main streets. Notable 'gaps' are found at Sandgate Cottage, the former post office (Easts House) and Marcellin College, which incorporate front setbacks usually functioning as an open space area. Another exception is Randwick Plaza which adopts staggered shopfronts set at a skewed angle to the street boundary.



Road network, block lengths, subdivision patterns and footprints

Built form

Heritage and architectural character

Randwick Junction has evolved as a traditional strip-based town centre. In the Centre, there are many intact examples of buildings from the Victorian, Federation and Inter War eras, which create a strong character through their common architectural language and rhythm of fine detailing. These buildings are mostly 2 to 3 storeys with retail uses on the ground floor and residential or office uses on upper levels. This consistency has been interrupted by a number of more recent developments, with higher forms, deviation from the predominant setback pattern and limited articulation.

Victorian architecture

The nineteenth century buildings in the Centre were at one time predominantly residential, and have since been adapted for a range of other uses. Features include recessed verandahs, laced balustrades, intricate classical moulding and detailing.

There are excellent examples of Victorian Italianate commercial and residential buildings on Alison Road and Avoca Street. Features of the style include richly decorated and elaborately formed parapets, segmented bay windows, stilted round arches and smooth stucco finishes.

The former Star and Garter Inn at the corner of Belmore Road and Avoca Street is a distinctive building featuring a castellated observation tower and a residence constructed of sandstone.

Federation/Edwardian architecture

A key example is the former post office at the corner of Alison Road and Avoca Street. It is a prominent institutional building constructed of sandstone blocks and contrasting face brickwork.

There is a row of early twentieth century 2-storey commercial buildings on Avoca Street, which exhibit Federation Freestyle characteristics with substantial surface relief and variation in texture. They feature face brickwork, roughcast render, coloured glazed tiles, Diocletian window motif and classical balustrades on the parapet.

1920's to 40's architecture

The Centre's Inter War Art Deco architecture is characterised by rich detailing, polychromatic brickwork, recessed shadowy balconies, solid and sometimes curvilinear balustrades, and decorative vertical piers, often extending above the line of the parapet to give vertical emphasis.

Post World War II (1945 to present) architecture

A number of more recent developments have adversely impacted on the predominant scale and delicate architectural character of the Centre.

The two shopping centres fronting Belmore Road adopt very different form, proportions, façade articulation and ratio of solid to void as compared to the historic buildings. The Gemini Hotel, which has been



146-150 Avoca Street Randwick



Star and Garter Inn



Easts House (former post office)



110-116 Avoca Street Randwick



48-60 Belmore Road Randwick

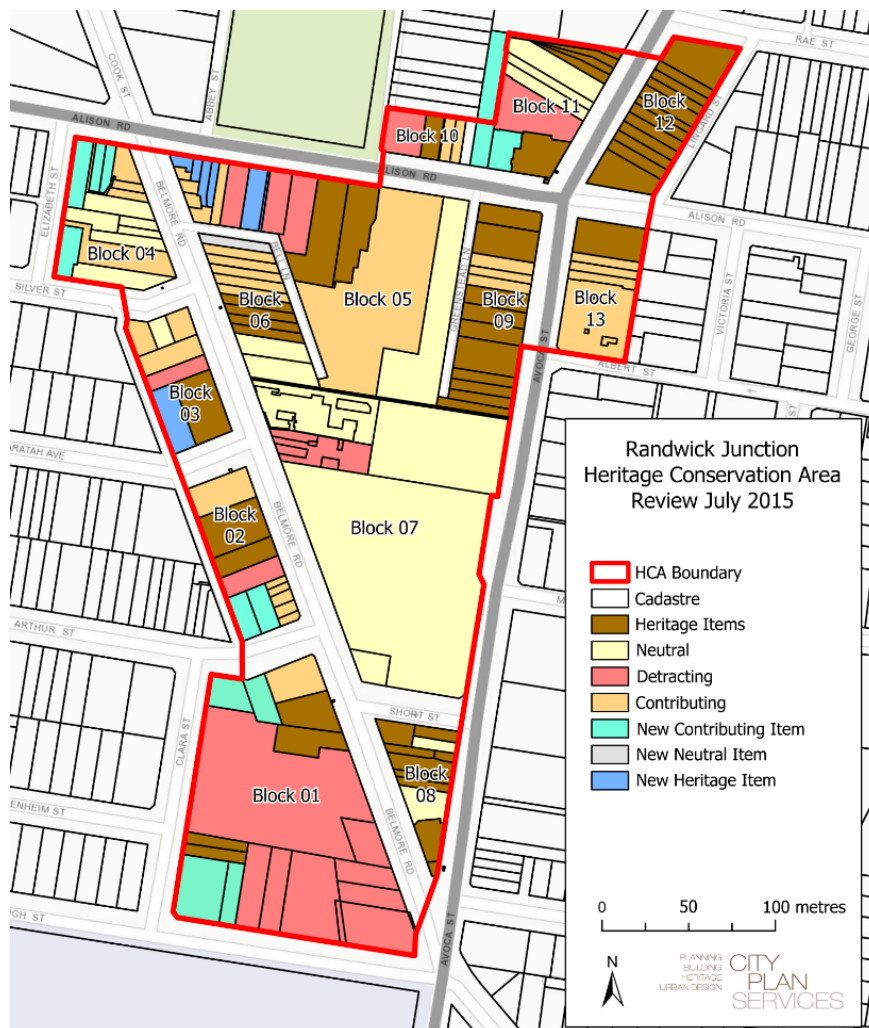
recently converted to a mixed-use building, is 8 storeys in height, approximately three times higher than the surrounding buildings.

A number of new commercial buildings and mixed-use developments have been introduced to the Centre in recent years. These newer developments are generally 3 or 4 storeys in height, largely consistent with the dominant built form character of the Centre.

Heritage provisions

The entire Centre is within the Randwick Junction Heritage Conservation Area (HCA). The character of the Randwick Junction HCA is defined by 26 heritage items, mostly listed in groups and containing 44 individual buildings in total. There are also a number of contributory buildings identified in the area.

As noted, a heritage study for Randwick Junction was undertaken in 2015. As a result of detailed survey and assessment, the study recommended 3 new heritage items and 10 new contributing items (as illustrated in the map below). These recommended changes will be further investigated and assessed as part of the strategy developing stage.



Recommendations of the Heritage Study 2015



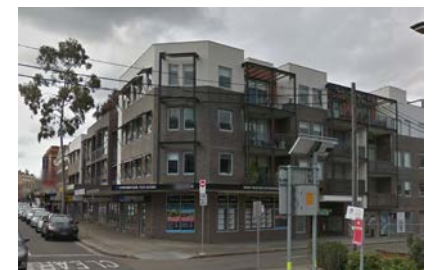
Royal Randwick Shopping Centre



Randwick Plaza



Gemini Hotel



A recent 4-storey mixed-use development on the eastern side of Avoca Street

Ground floor frontages and awnings

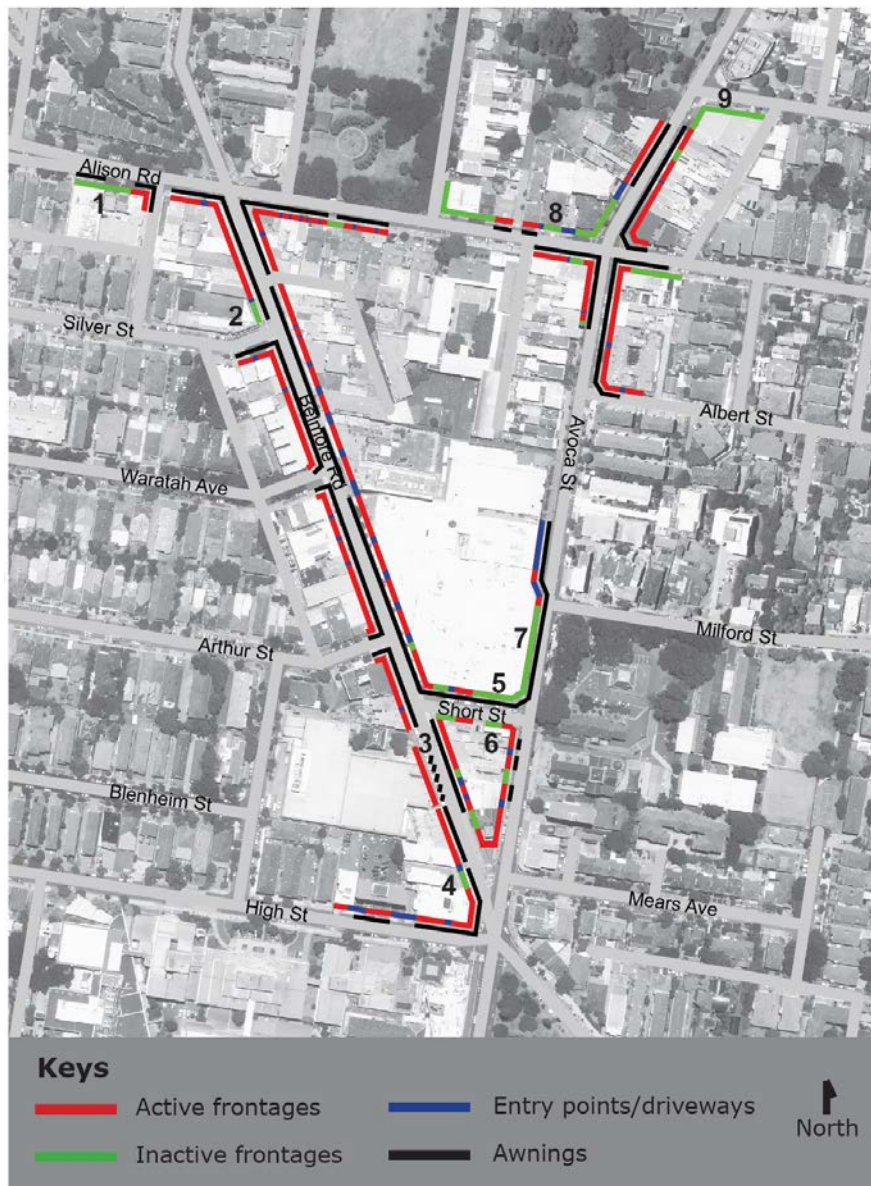
Active ground floor frontages provide visual interest, street vitality and natural surveillance of the public realm. Active frontages often comprise continuous rows of highly-glazed shopfronts with frequent entries and activities spilling out into the street.

Continuous awnings along street edges are equally essential in a town centre, which provide weather protection, promote activity and enhance pedestrian amenity.

Belmore Road is generally active and vibrant with many fine grained shops, frequent openings, large glass windows and continuous awnings.

Alison Road and Short Street on the other hand, see numerous shopfronts with largely inactive facades, obscured glazing and discontinuous awnings.

The eastern façade of the shopping centre along Avoca Street is mostly inactive due to fully tinted glazing, limited door access/window openings and a wide driveway/loading dock. Other inactive sections of Avoca Street are found near the former post office (Easts House) and the tiles shop at the northern end of the Centre.



1 Facade with obscured glazing and limited window openings - Randwick Labour Club



2 Large blank walls, limited visual interaction between public and private realms - CBA



3 Angled shopfronts and discontinuous awnings - Randwick Plaza



4 Closed facade with fully covered glazing - Lavery

Ground floor frontages and awnings



5 Closed/inactive facade near a public place



6 Large blank walls on southern side of Short St

7 Fully tinted window glazing with signage, TAB



8 Fully tinted windows, no visual interaction between public and private realms - Dalia Ray



9 Large blank walls, fully covered windows, no awnings - Randwick Title Market

Signage

Signage, business identification signs in particular, has a strong visual presence in the Centre. The most common types of signs seen in the Centre include:

- fascia signs and under awning signs;
- above awning signs, projecting and flush wall signs; and
- window signs.

Several buildings in the Centre adopt multiple signs with different colours, sizes, placement and shapes, which usually leads to visual clutter and a negative impact on the visual amenity of streetscapes.

The use of prominent signs, such as projecting wall signs and excessive window signage, often detracts from the appearance of buildings and the architectural and heritage character of the Centre.



Multiple signs of different sizes, placement and design themes attached to the same building



Window signs - bright corporate colours with prominent business logos



Projecting wall signs and other above awning signs



Signage of excessive size and/or inappropriate location

Public domain

Parks and public places

There are four public places within the Centre, 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 as part of Council's light rail support plan, 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 Centre.



Parks and public places in the Centre



5 Proposed Waratah Plaza

As part of the endorsed Light Rail Support Plan, a new public space will be created at the corner of Belmore Rd and Waratah Ave, with opportunities for seating, outdoor events, performances, exhibitions, recreation, markets and other activities.



4 Seating area in front of East's House

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)



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.



2 Courtyard of the Sandgate Cottage

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.



1 Capitan 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.

Street trees and landscaping

There is a distinct lack of street trees along the main streets of the Centre. Street trees are sparsely planted near the shopping centre, around the former post office building (Easts House) and in front of several residential developments.

In contrast to the main streets, side streets are generally featured with verge planting, mature trees, or tree-lined streetscape.

Mature/feature trees can be found near the fringe of the Centre, especially along the edges of High Cross Park, Alison Park, Our Lady of the Sacred Heart Church and Prince of Wales Hospital. Clusters of significant trees at these locations frame distant views, contributing to the overall visual setting of the Centre.



Significant trees, Alison Park



View towards Silver St from Belmore Rd



Small cluster of trees near East's House



View towards OLSH Church site along Avoca St



Street trees along the shopping centre



Trees near Sandgate Cottage



View towards Waratah Ave from Belmore Rd



View towards High Cross Park from Avoca St

Street trees and landscaping in and near the Centre

Streetscape elements

There are a range of street elements provided in the Centre, including seats, bins, public phones and bike racks, which are generally located at regular intervals and maintained in good order.

Apart from the public seating provided in front of Easts House, there is no other street furniture seen on either side of Avoca Street.

A variety of paving materials have been implemented over time in the Centre, including broom finished concrete, exposed aggregate concrete, pink granite setts, asphalt and various concrete and clay pavers. A standard civic paver is being progressively introduced in the Centre.



Examples of street elements provided in the Centre



Public seating in front of Easts House



Street furniture on Belmore Rd



Street furniture on Waratah Ave



Automatic public toilet, Alison Park



Street furniture co-located with bus stops, Alison Rd

Microclimate

Weather protection has been provided to pedestrians through generally continuous awnings throughout the Centre.

However, public places in the Centre are not located or oriented in response to the microclimate conditions. Several public seating areas are largely exposed to summer sun and overly shaded in winter, such as the public space fronting Short Street along the southern boundary of the shopping centre.



Site analysis - microclimate

Key Messages

- Randwick Junction has a strong heritage character, which is distinctly different from other local centres.
- Main shopping strips in the Centre are generally active with frequent openings and continuous awnings. Inactive shopfronts are largely found along the southern and eastern facades of the Royal Randwick Shopping Centre and at locations around the Alison Road and Avoca Street intersection.
- There is a significant lack of street furniture and public space in the northern end of the Centre along Avoca Street, which attracts less pedestrian activity compared to other main streets in the Centre.
- Uncoordinated signage with contrasting colors, sizes and placement often creates visual clutter, which is frequently seen along Belmore Road.
- There is a distinct lack of street trees and landscaping treatments throughout the Centre.
- Public spaces in the Centre are limited and have been defined by residual space surrounding individual buildings, rather than consciously created.
- Larger sites, such as shopping centres and the Marcellin College have resulted in long block lengths and lack of permeability, especially between Belmore Road and Avoca Street.
- There are several prominent landmarks in the area, creating significant views in and from the Centre.

Transport and Access

Vehicular access and parking

The Centre is primarily defined by Belmore Road, Alison Road and Avoca Street.

Belmore Road is a local road, with the exception of the section between Avoca Street and Perouse Road. It is the main shopping strip of the Centre, accommodating high pedestrian activity and a high volume of traffic and car parking movements. Due to the frequent use of the two pedestrian crossings, traffic movement on Belmore Road is generally slow.

Avoca Street and Alison Road are partly classified as state roads, which carry comparably high traffic volumes functioning as key north-south and east-west connectors.

Short Street, a one-way street with eastbound traffic, is the only direct link between Belmore Road and Avoca Street within the Centre.

Side streets in the Centre (i.e. Silver Street, Waratah Avenue, Arthur Street and Short Street) all terminate at Belmore Road resulting in T-intersections and limited east-west connectivity.

Car parking in the Centre is available on-street and off-street, including:

- timed parallel parking on both sides of Belmore Road, Alison Road, Avoca Street and side streets;
- Council owned car park at the corner of Silver Street and Arthur Lane; and
- on-site parking associated with the two shopping centres.

Light rail

Light Rail introduction is expected to change traffic and access conditions in and around the Centre. In High Street, traffic between Avoca Street and Clara Street will be restricted to a single eastbound lane, and between Botany Street and Wansey Road traffic will be restricted to a single westbound lane. Overall, this will reduce vehicular traffic on High Street, and improve the operation of the intersection of High Street, Avoca Street and Belmore Road. Increased vehicular movements on Arthur Street, Alison Road and Barker Street are anticipated.

Within the Town Centre, traffic signals will be introduced at the intersections of High Street and Clara Street, and at Arthur Street and Belmore Road.

On-street parking on High Street and parts of Arthur Street and Belmore Road will be impacted, with a total loss of up to 17 parking spaces within the Town Centre. The collective impacts of light rail on the transport and access to and within the Town Centre will be further investigated and addressed during the strategy development stage.



Vehicular access and parking analysis

Public transport

Bus services

The Centre, located along several strategic bus corridors, is well serviced by buses. Bus services through and close to the Centre include:

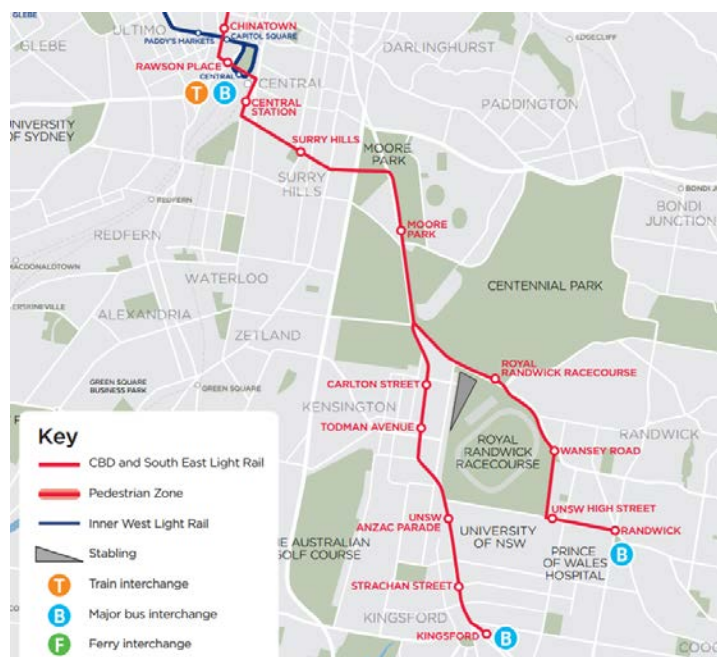
- numerous regional routes connecting Bondi Junction through Randwick with Coogee, Rockdale, Burwood, Eastgardens or Wolli Creek;
- a regional route between Coogee and Leichhardt via Randwick;
- services connecting Coogee or Maroubra Beach through Randwick with the City; and
- Metrobus service between Coogee and Drummoyne via Randwick.

The majority of bus stops in the Centre are located along Belmore Road and Alison Road (between Avoca Street and Belmore Road). There are no bus stops in the northern end of the Centre along Avoca Street.

The south-east bus network will be redesigned to integrate with the light rail, once operational in 2019. The future bus routes are unknown at this stage, but it is expected that Randwick Junction's transport interchange role will remain and expand.

Light rail

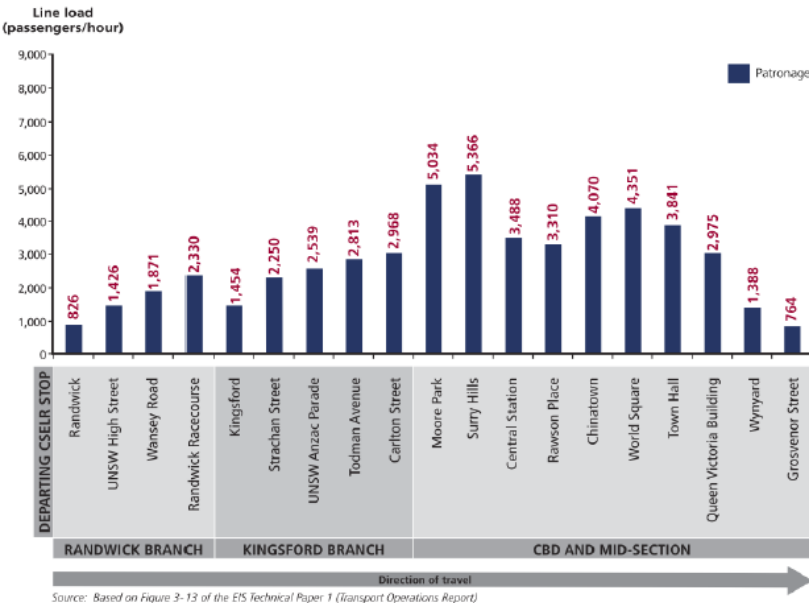
As part of the CBD and South East Light Rail (CSELR) project, there will be two light rail branches servicing Randwick City, one along Anzac Parade through Kensington Town Centre and UNSW to Kingsford and the other one along Alison Road terminating at Randwick Junction.



CBD and South East Light Rail route

At opening, the Randwick branch will have a capacity of approximately 3,500 passengers per hour in the AM peak, based on a proposed service frequency of every 8 minutes, and vehicle capacity of 466 passengers.

Based on the predicted line load shown in the figure below, by the year 2021 the Randwick terminus will reach approximately 20% (826/3,500) of the capacity during morning peak hours, while the remaining available capacity of the entire branch will be approximately 1,200 (3,500-2,330) passengers.



Forecast inbound AM peak line load and capacity consumed in 2021 (Source: CSELR Submissions Report and PIR)

The CSELR project notes that if needed, an increased frequency of every 6.5 minutes on each light rail branch may be achieved in future (subject to further detailed investigation). This could result in a maximum capacity of 4,500 passengers per hour for the Randwick branch and an overall maximum capacity of 9,000 passengers per hour for the main line.

The current bus network is being reviewed in response to the light rail project to achieve a well-integrated and coordinated public transport system servicing the area.

New and adjusted bus interchanges have been identified to coordinate with the Randwick Light Rail Terminus in High Street. An inbound interchange is located on the western side of Avoca Street, adjacent to the Randwick Hospitals Campus, and an outbound interchange is located on the eastern side of Belmore Road, between Short Street and Avoca Street.



Existing bus services in and near the Centre

Pedestrian movement and cycling

The Centre is pedestrian-friendly in general. The southern end of Belmore Road and the eastern part of High Street generally experience higher pedestrian activity, largely generated by the two shopping centres, a cluster of cafes, restaurants and medical practices and frequent pedestrian movement between the hospitals campus and the town centre.

Footpaths along main streets in the Centre are reasonably wide and obstacle free, functioning well with generally continuous awnings. There are a number of pedestrian-vehicle conflict points, mainly driveways cross the footpaths.

Other pedestrian facilities provided in or near the Centre include four zebra crossings and several signalised pedestrian crossings at key intersections.

The level of permeability of the Centre is relatively low due to a lack of direct east-west connectivity between the two main streets.

There are currently no designated bike routes through the Centre. Cycle links have been proposed near the southern boundary of the Centre, including a possible link between Randwick Junction and Coogee Beach via Coogee Bay Road and a link connecting the Centre to other parts of the City through High Street.

Light rail

The light rail terminus on High street is expected to increase pedestrian movements between High Street and the southern end of the town centre. Additional pedestrian movements crossing Belmore Road at the corner of High Street to access the new outbound bus interchange are also expected.

Footpath upgrades and extensions have been identified to improve the capacity and amenity of the public domain in this vicinity.



Pedestrian and cycling analysis

Key Messages

- Randwick Junction is a highly accessible Centre, through driving, walking and public transport. The Centre, especially Belmore Road is well serviced by buses.
- Belmore Road is a busy road with conflicting demands from different travel modes. Traffic movement on Belmore Road through the Centre is generally slow.
- There is frequent pedestrian movement between the hospitals campus and the town centre, but less activity at the northern end of the Centre.
- Parking (both on-street and off-street) is generally limited, but provides turnover for the town centre visitors.
- The Centre will be more efficiently connected through the light rail project.
- Several side streets (e.g. Arthur Street and Silver Street) may expect increased traffic flow as a result of the light rail and proposed public plaza at Waratah Avenue.
- Increased pedestrian activity is expected along Belmore Road and the eastern end of High Street following the introduction of light rail.
- East-west connectivity across the Centre is limited between Belmore Road and Avoca Street.

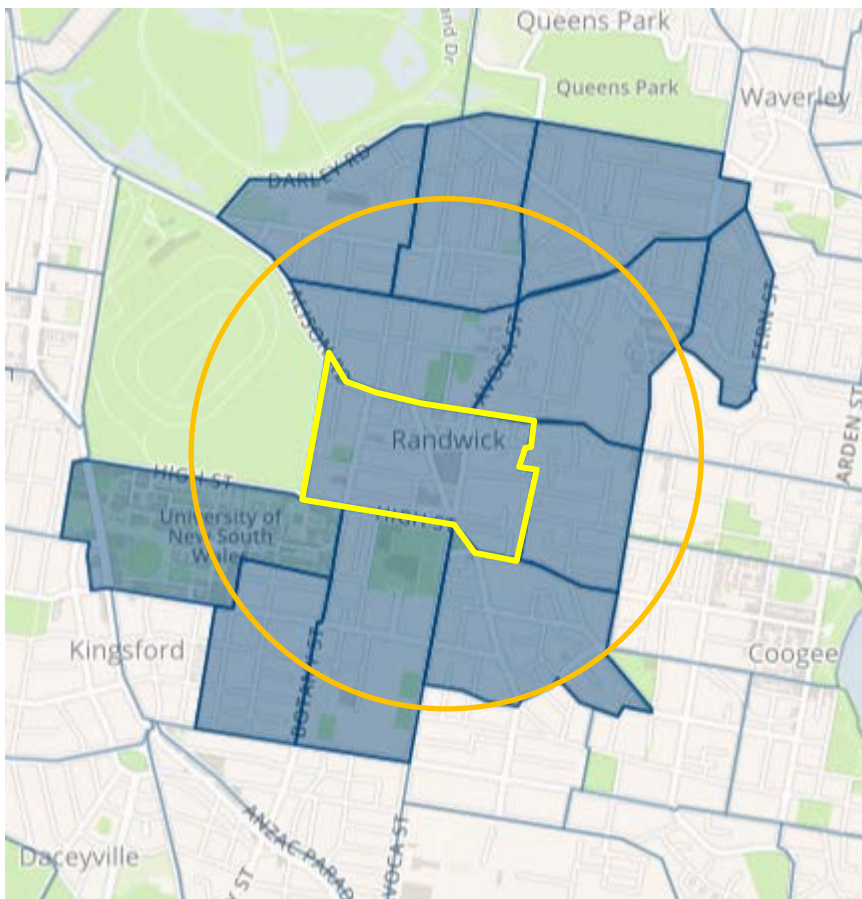
Community and Workforce

Residential community

Population

In 2011, there were 3,927 residents in the travel zone encompassing Randwick Junction. There are approximately 340 dwellings provided in the town centre, including 218 residential units, 94 serviced apartments, 6 boarding rooms (under construction), 12 hotel rooms and 8 shop-top residences.

Residents in the surrounding travel zones, approximately 800m to 1km from the town centre was 32,345, as shown in the map below.



Surrounding travel zones showing an 800m radius from the town centre

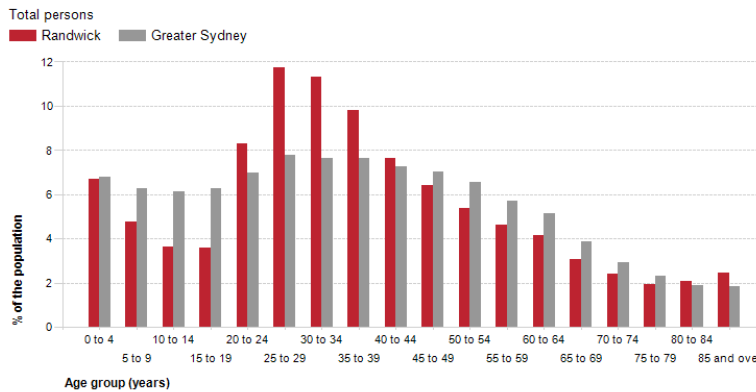
Characteristics

Demographic characteristics are available for the suburb of Randwick, which is the suburb most predominantly represented in the above map.

Age

The chart below indicates a relatively high percentage of Randwick residents in age groups between 20 and 39 (representing 41.2% of the population) compared to Greater Sydney (representing only 30.1% of the population).

Age structure - five year age groups, 2011

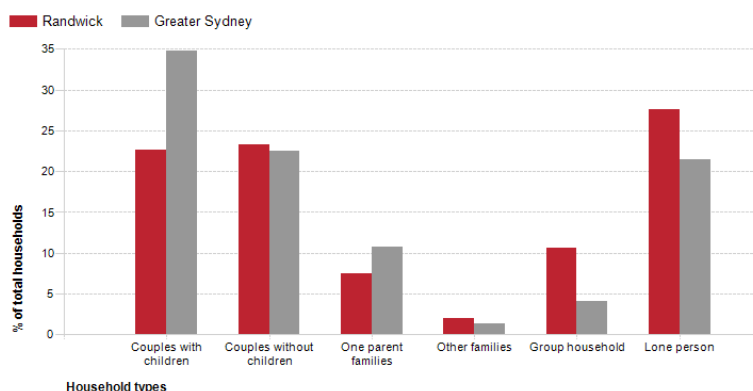


Resident population compared to greater Sydney (2011) Source: Profile ID

Household structure

- Randwick is highly represented in lone person and group households compared to Greater Sydney, with a total of 38.2% compared to 25.6%.
- Conversely, Randwick has fewer families with children, with couples with children and lone parents comprising 28.1% of total households, compared to 45.6% in Greater Sydney.
- 45.8% of Randwick households are renting, compared to 30.4% in Greater Sydney.
- Residents renting are also highly represented (63.8% of households) in the highest rental quartile group reflecting the higher rents and land values in Randwick compared to Greater Sydney (35.4%).

Household type, 2011



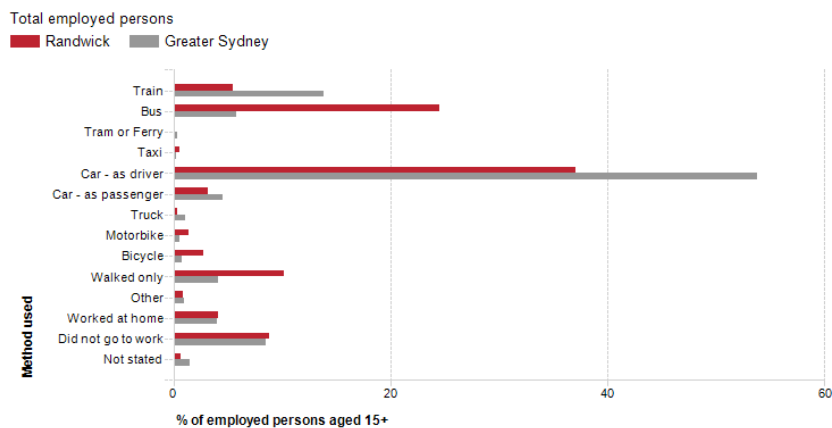
Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Enumerated data)
Compiled and presented in profile.id by .id, the population experts.

Household types compared to greater Sydney (Source: Profile ID)

Car ownership and journey to work

- Car ownership rate in Randwick is 73.3%, relatively lower than Greater Sydney (83.3%).
- Employed population in Randwick also shows a relatively high degree of active and public transport use to get to work, as indicated below.

Method of travel to work, 2011



Journey to work 2011 (Source Profile ID)

Workforce

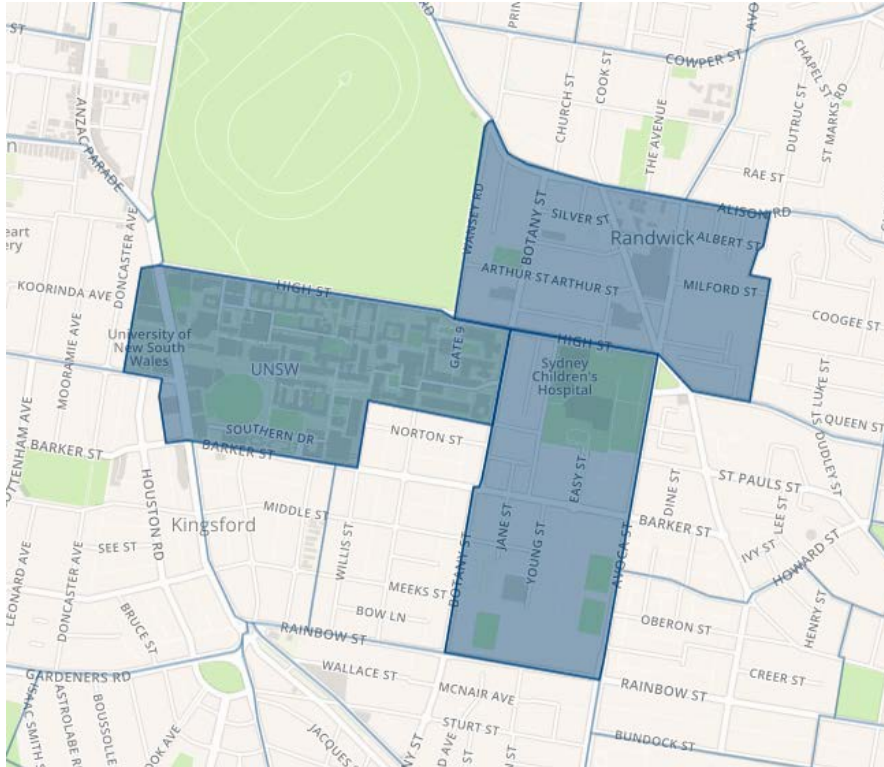
Overview

The travel zone encompassing Randwick Junction employed 2,754 people in 2011. Healthcare and social assistance, education and training, retail trade and accommodation and food services collectively make up over 70% of the workforce.

Randwick employment profile		
Industry of employment	2011 worker profile	
	Randwick	Metro Sydney
Agriculture, forestry and fishing	0.1%	0.4%
Mining	0.0%	0.2%
Manufacturing	0.6%	8.8%
Electricity, gas, water and waste services	0.0%	0.9%
Construction	2.3%	5.4%
Wholesale trade	0.3%	5.5%
Retail trade	16.1%	10.1%
Accommodation and food services	13.1%	6.3%
Transport, postal and warehousing	0.7%	5.2%
Information media and telecommunications	0.4%	3.2%
Financial and insurance services	3.4%	7.0%
Rental, hiring and real estate services	3.3%	1.9%
Professional, scientific and technical services	5.6%	10.2%
Administrative and support services	2.5%	3.2%
Public administration and safety	0.6%	6.0%
Education and training	19.2%	8.0%
Health care and social assistance	22.1%	11.3%
Arts and recreation services	3.5%	1.6%
Other services	4.1%	3.7%
Inadequately described/Not stated	2.0%	1.2%
Total	100.0%	100.0%
Total workers	2,754	1,874,116
<i>Note: based on workers within the immediate centre (i.e. the B zoned land)</i> <i>Source: ABS Census of Population and Housing 2011; MacroPlan Dimasi</i>		

Employment in Randwick Junction Travel zone (Source: Macro Plan Dimasi)

The wider area, comprising Randwick Junction and the Randwick Education and Health Precinct, employed a total of 17,489 people, which is projected to increase to 22,824 workers by 2031. This workforce forms a large customer base for the Randwick Junction Town Centre, in addition to the residential community.



Travel zones comprising the Randwick Education & Health Precinct and Randwick Junction (BTS)

Workforce characteristics

Age of workers

Across Randwick City, the workforce in the area is relatively young, compared to the Greater Sydney area:

- 25.6% of the workforce employed in Health care and social assistance is under 35 (compared to 20.9% for Greater Sydney)
- 25.1% of the workforce employed in education and training is under 35, compared to 20.4% in Greater Sydney

Origin of workers

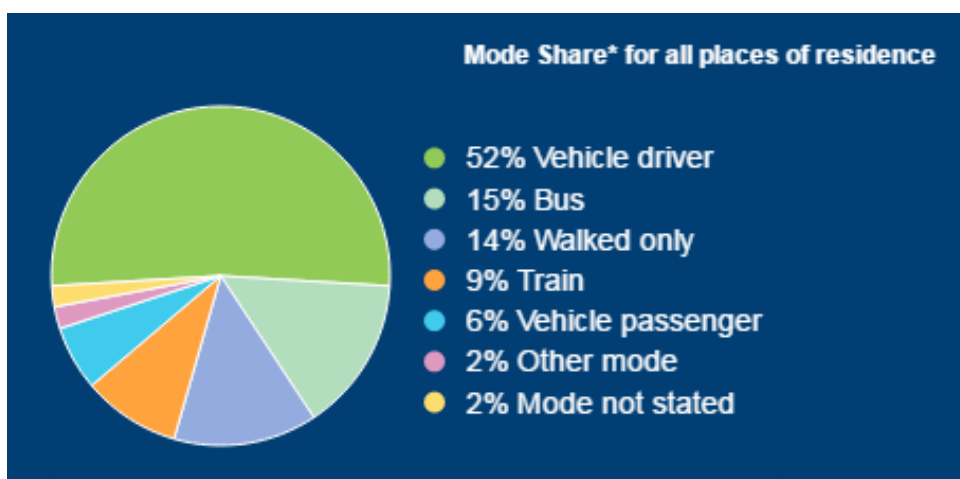
The figure below indicates a high degree of employment self-containment, with 67% of workers living in areas close to workplaces, including eastern suburbs, Sydney inner city or Botany.



Origin of workers in Randwick Junction Travel Zone (source: Bureau of Transport statistics)

Travel behaviour

More than 50% of workers in the Randwick Junction travel zone drive to work, while the share of workers using active and public transport is close to 40%.



Travel statistics of workforce in Randwick Junction Travel zone (source: Bureau of Transport statistics)

Key Messages

- Randwick Junction is a vibrant town centre serving a large residential population and workforce, but with a limited number of residences in the town centre itself.
- Population in Randwick is generally young, with a high share of lone person and group households.
- Due to high rents and high land values, renting is the dominant tenure type in Randwick.
- Compared to Greater Sydney, a higher percentage of residents in Randwick travel to work via active and public transport. However, people working in the Randwick Junction travel zone generally prefer driving to work.
- The workforce in the Randwick Junction travel zone is relatively young, and largely employed in industries including healthcare and social assistance, education and training, retail trade and accommodation & food services.
- The majority of workforce in the Randwick Junction travel zone lives in areas close to their workplaces.

Key Issues & Opportunities

Town Centre Capacity

Under the current controls, the Centre has limited capacity to cater for the projected demand for commercial floorspace. To achieve additional capacity, there is a need to review the controls currently applying to the Centre and more specifically key opportunity sites that could potentially deliver substantial capacity with updated planning controls. The following methodology is recommended to guide future investigations:

- Town centre boundary investigations – to investigate opportunities for incorporation of additional sites within the B2 zoning.
- Investigations of opportunity sites – to investigate locations within the existing town centre boundary where additional capacity could be accommodated, including
 - opportunities with major sites, and
 - incremental opportunities

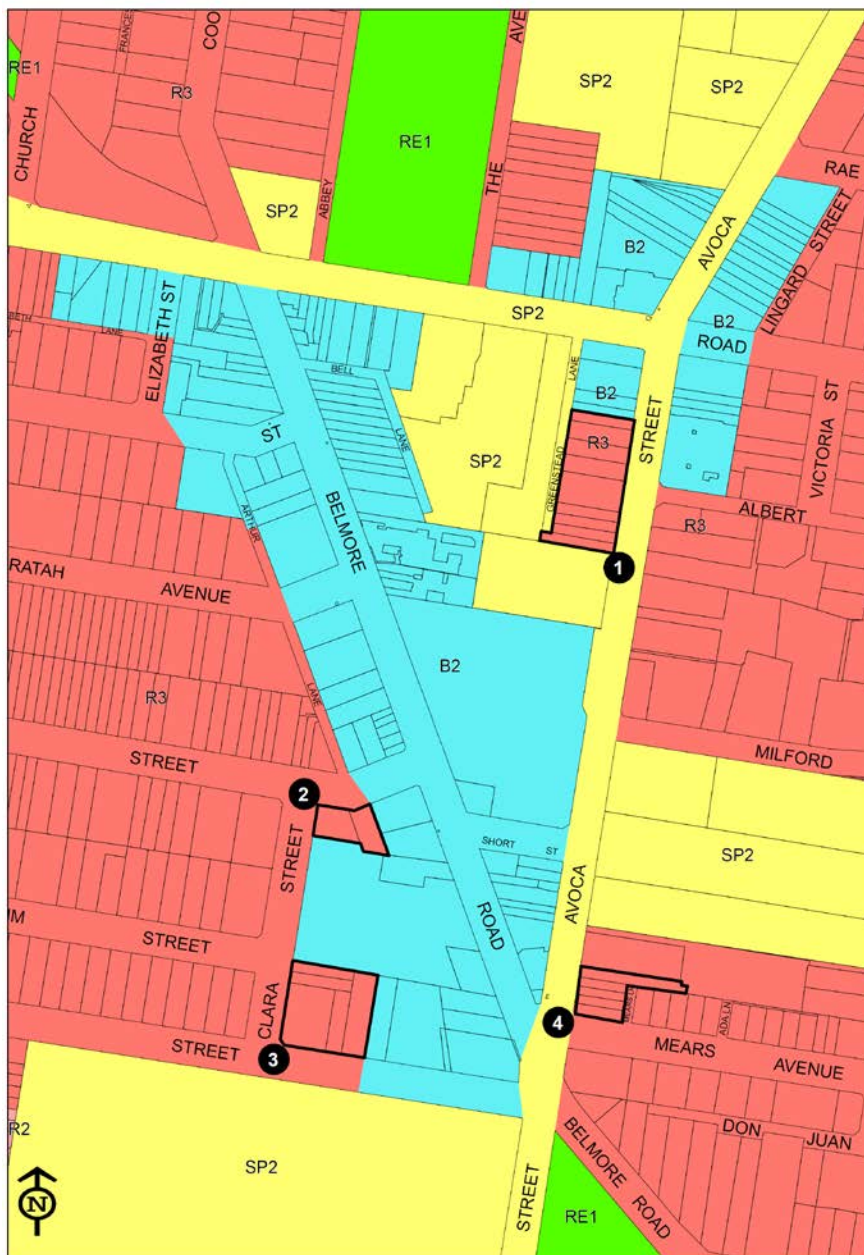
Town centre boundary investigations

Opportunities to expand the town centre boundary should be investigated as part of the development of the Centre strategy. Sites that could potentially be incorporated in the B2 zone are identified in the following map.

Other sites may also be identified following detailed investigation and consultant and stakeholder feedback on future town centre floor space needs. This may also include investigation of opportunities for consolidation of health, medical and research related uses outside the current town centre boundary, in order to preserve space within Randwick Junction for core town centre uses.

A business zone is considered worthy of further investigation for these sites given that:

- it better reflects the existing retail/commercial uses at sites 1,2 and 4, and
- it provides opportunities for additional business uses/mixed uses and consistent development standards, to support the growth of the Centre.



- 1** 144-162 Avoca Street
- 2** 66-68 Arthur Street
- 3** 56-62 High Street & 17-19 Clara Street
- 4** 201-209 Avoca Street

Town centre boundary investigations (see the following table for details)

1. 144~162 Avoca Street

- 9 properties in total
- Currently R3 zoned, maximum height of 12m and FSR of 0.9:1
- 146~162 Avoca Street - heritage listed
- Current uses: a mixture of residential and commercial uses (e.g. dental practices and community service)



2. 66~68 Arthur Street

- Currently R3 zoned, maximum height of 12m and FSR of 0.9:1
- Current uses: a dental practice and a dwelling house



68 Arthur Street - business

66 Arthur Street - residential

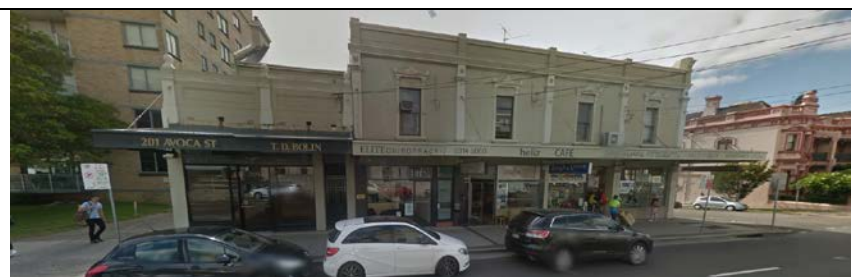
3. 56~62 High Street & 17~19 Clara Street

- Currently R3 zoned, maximum height of 12m and FSR of 0.9:1
- 17~19 Clara Street - heritage listed
- Current uses: residential uses including 3 residential flat buildings, 2 semi-detached houses and 1 detached house



4. 201~209 Avoca Street

- Currently R3 zoned, maximum height of 9m and FSR of 0.75:1
- 203~209 Avoca Street – heritage listed
- Current uses: 5 businesses including retail, café and medical services



Town centre boundary investigations

Opportunity sites

Major site investigations

Given their large site areas, multiple street frontages and accessible location close to the hospitals campus and proposed light rail terminus, the two shopping centre sites could potentially be redeveloped to generate substantial floorspace, with opportunities for enhanced through-site linkage, street activation and public space improvement. The two sites could accommodate multi-level business uses, playing a significant role in addressing the future demand for retail and commercial floorspace, with additional uses such as short term accommodation, student/staff housing or standard residential.

However, as noted in the Capacity Analysis section, these two sites are fairly constrained under the current controls (due to their existing building heights). It is therefore recommended that detailed investigation (including urban design studies) be undertaken to identify scenarios for future land use mix, urban scale and character, built form, access and public domain opportunities. Further, for optimised and coordinated urban design outcomes, it is considered essential to investigate the opportunities with the Randwick Plaza site in the context of the entire block (as outlined in the map below).

Incremental investigations

A number of sites have been identified in the following map to exemplify opportunity sites that could be investigated for incremental adjustment of the current controls.

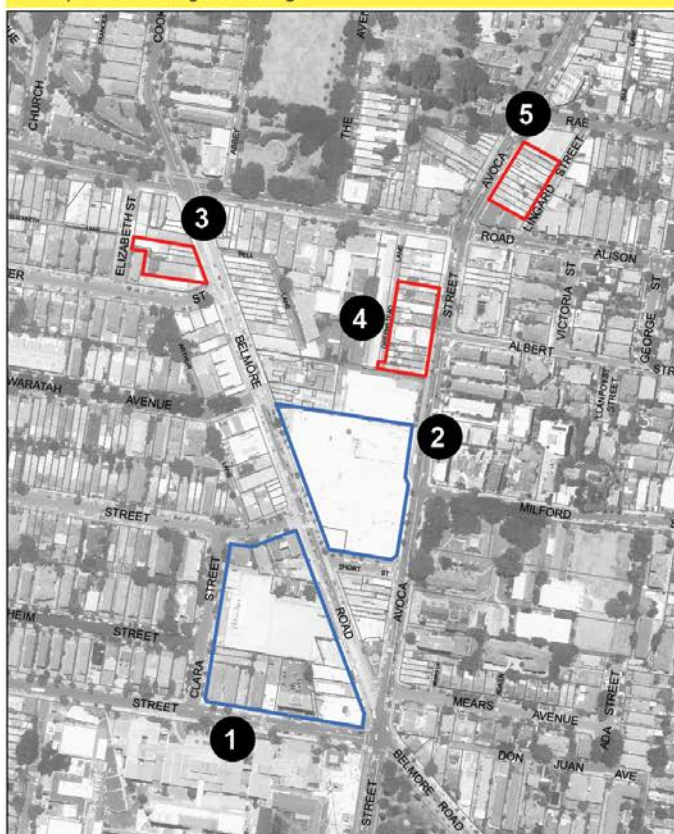
These sites are either heritage listed (sites 4 & 5) or contain contributing facades (site 3) and are therefore constrained for substantial redevelopment. However, moderate modifications, such as additions and rear extensions could still be achieved given the existing site coverage/footprints and good laneway access. These small individual sites through site amalgamation and collective site planning could generate additional residential/commercial capacity while offering an incentive for landowners to preserve valued character. It is therefore recommended that detailed investigations be undertaken to facilitate incremental/additional infill development on these sites.



- to investigate suitable built form controls to enable additional capacity on the shopping centre site, while sensitively responds to the scale and character of surrounding heritage buildings
- to activate street frontages of the shopping centre along Short St and Avoca St
- to improve the through-site linkage



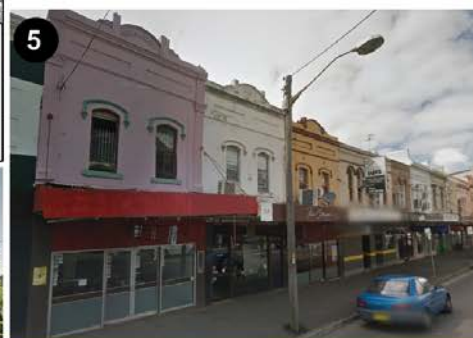
- 5 consolidate sites, containing contributory buildings
- to further activate the Belmore Rd frontage
- to retain and enhance the contributory facades
- to achieve suitable design solutions that respond well to the scales of recent developments on both sides



- 9 properties under fragmented ownership (2 under single ownership), largely heritage listed.
- to retain and encourage additional commercial uses fronting Avoca St
- to explore opportunities for rear extensions (e.g. for residential uses)



- A coordinated review of the whole block should be undertaken:
- to investigate the appropriate distribution of built form controls as well as any through-site links across the block
 - to better activate street edges, especially along High St in response to the proposed light rail terminus
 - to explore opportunities to improve presentation/curtilage to Sandgate Cottage



- 10 properties in total, all heritage listed
- to provide incentives for upgrade works that restore and enhance the heritage fabric
- to investigate suitable built form controls that facilitate sensible additions/extensions at the back of the heritage buildings
- to explore opportunities for laneway activations

Key opportunities to be investigated for additional floorspace capacity and improved public domain outcomes

Public Domain

The urban design study (in the Analysis Chapter) identified a number of public domain issues that need to be investigated for improvement to assist in promoting the attractiveness, prosperity and enjoyment of the town centre.

Permeability and connectivity

Due to the street layout (e.g. side streets all terminating at Belmore Road) and numerous big-box developments (e.g. shopping centres and Marcellin College), the east-west connectivity across the Centre is fairly limited, especially between Belmore Road and Avoca Street.

Therefore, opportunities for through-site links should be explored as part of any redevelopment of large sites with dual or multiples frontages, for improved pedestrian connectivity and permeability.

Street edge activation (including laneways)

Active shopfronts

Active street frontages is a key factor contributing to a vibrant and safe town centre. It is recommended that the southern and eastern facades of the Royal Randwick Shopping Centre be activated as part of any future upgrade or redevelopment, to promote pedestrian safety and activity along Short and Avoca Streets. For buildings with inactive shopfronts or large blank walls that are unlikely to be redeveloped or significantly modified (e.g. due to the heritage restriction), other measures should also be considered, such as green walls and outdoor dining.

Laneway activation

Laneways within or along the border of the town centre (e.g. Arthur Lane, Bell Lane) are mostly service lanes, with a primary function of providing access to private driveways. However, through appropriate activation programs, these laneways could potentially be rejuvenated, making them destinations in their own right and providing opportunities for extending business activities. The suitability of these laneways for accommodating increased pedestrian and business activities should be investigated in conjunction with any redevelopment opportunities on adjoining sites.



Laneway activation & public spaces

Public spaces

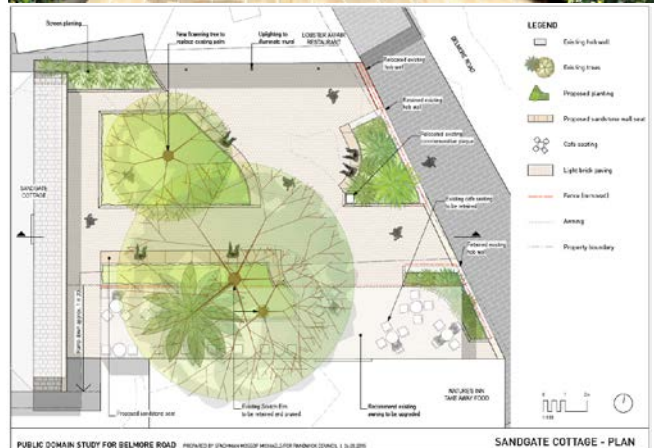
Public spaces in the town centre provide focal points for people to rest, meet and socialise. As noted, existing public spaces in the Centre need to be activated to better respond to the public realm, through improved site layout/design, landscaping treatments and upgraded facilities.

A new public area will be created at the corner of Waratah Ave and Belmore Road as part of Council's Light Rail Support Plan. This new public plaza will help activate the northern end of the Centre, providing an inviting location for resting, seating, outdoor dining and small events.

Potential upgrade and improvement of the front courtyard of Sandgate Cottage and preliminary concepts of the proposed Waratah Ave Plaza are illustrated below.



Sandgate Cottage - Current situation



*Potential improvement
(prepared by Spackman Mossop Michaels)*



Preliminary concepts of the proposed Waratah Plaza (prepared by Spackman Mossop Michaels)

It is recommended that Council's Belmore Road Public Domain Study be expanded to cover the entire Centre to inform a comprehensive public domain strategy, to be developed concurrently with the town centre strategy. Issues recommended to be addressed in the public domain strategy include street furniture/elements, undergrounding of overhead power lines, street trees and landscaping, public spaces, lighting and public art.

Transport, Access and Parking

Vehicular traffic

Main streets in the Centre carry a high volume of traffic and the traffic flow (particularly on Belmore Road) is generally slow due to frequent pedestrian movement crossing the streets.

The introduction of the light rail and the proposed public plaza towards the southern end of the Centre will result in reduced traffic movement on High Street and Waratah Avenue. This may potentially lead to increased traffic on Arthur and Silver Streets.

The bus network in the area is also being redesigned in response to the light rail project. Possible solutions therefore need to be considered to address and mitigate potential impact on the local area as a result of any changed traffic patterns and bus services while recognising the needs associated with high pedestrian activity across the Centre.

Pedestrian movement

The approved light rail terminus on High Street and the associated opportunities to upgrade the Superintendent's Cottage and surrounding area for a new public plaza (corner of Avoca and High Streets) will result in changed traffic movements and increased pedestrian activity at the southern end of the Centre. Various options need to be investigated to improve the pedestrian safety and amenity in the area, especially along Belmore Road and the eastern end of High Street.

Parking

Parking in the Centre provides for regular turnover for town centre visitors, but limited capacity for expansion or improved access to parking locations.

Parking is a critical issue that needs to be considered as part of investigations into future town centre uses and capacity needs, and reviewed more broadly for the wide town centre to ensure continuous support for retail and business uses.

Cycling

There are no existing cycle routes through the Centre. New cycle links are being investigated near the southern boundary of the Centre, providing possible connections through Coogee Bay Road and High Street. Opportunities to further extend the cycle network in and around the Centre should be investigated, including linkages with the light rail terminus and provision of supporting facilities (e.g. bike racks) along the routes.

Heritage

There has been limited investment towards the restoration and preservation of heritage buildings, which may risk degradation of the valued heritage and historic character.

Possible incentive programs or mechanisms should therefore be explored to encourage investment in preserving valuable heritage. Possible assistance and incentives that could be considered and investigated include:

- Financial assistance – for example, heritage grants fund for conservation works, and/or conservation works that are visible from the public realm and enhance the heritage significance of a place.
- Planning incentives and/or concessions, to encourage conservation and enhancement of heritage buildings.

Built Form and Character

Randwick Junction has a distinct heritage character and is predominantly characterised by 2-4 storey shop-top buildings built to the street alignment, with ground floor retail uses.

This established built form character is likely to be retained, through small or moderate scale infill development that is compatible with the existing heritage and streetscape character of the area.

However, investigations will need to be undertaken to identify potential locations that could accommodate increased floorspace capacity. A detailed urban design study as part of the development of the strategy is required to test various built form scenarios for these sites, which are likely to play a significant role in supporting the growth of the Centre.

Key Recommendations

Opportunity Sites
Investigate potential sites for town centre boundary expansion
Investigate the potential of existing B2 zoned sites for additional capacity and improved urban design and public domain outcomes (through either large sites or incremental changes)
Public Domain
Explore opportunities for improved east-west connectivity (e.g. through-site links) across the Centre
Investigate opportunities for street frontage activation (e.g. through redesigning facades or non-structural measures, such as green walls and outdoor dining)
Investigate possibilities of laneway activation and associated opportunities for extending business and pedestrian activities
Upgrade and improve existing public places and explore opportunities for new public spaces
Prepare a comprehensive public domain strategy for the Centre
Transport, Access and Parking
Investigate suitable solutions in response to any changed traffic patterns and bus services as a result of the light rail
Investigate opportunities for improved pedestrian safety and amenity, especially towards the southern end of the Centre
Investigate opportunities for addressing parking issues in and around the Centre
Investigate opportunities to further extend the cycle network in and around the Centre, especially linkages with the light rail terminus
Heritage
Investigate possible incentive programs to encourage and support restoration and preservation of heritage buildings
Built Form and Character
Investigate potential locations suitable for accommodating increased capacity while the predominant built form character of the Centre will be largely retained and preserved

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