CITY PLAN SERVICES

Heritage Conservation Area Review
Randwick Junction

Belmore and Avoca Streets, Randwick

Prepared for Randwick City Council

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CERTIFICATION
This report has been authorised by City Plan Heritage, with input from a number of other expert consultants, on behalf of Randwick City Council. The accuracy of the information contained herein is to the best of our knowledge not false or misleading. The comments have been based upon information and facts that were correct at the time of writing this report.

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This document is preliminary unless approved by a Director of City Plan Heritage.

Table of Contents

1. **Executive Summary** 5
2. **Introduction** 8
   - 2.1 Background 8
   - 2.2 Study Location 8
   - 2.3 Brief 9
   - 2.4 Author Identification & Study Team 9
   - 2.5 Acknowledgements 9
3. **Methodology** 10
   - 3.1 Previous Study and Planning Document References 10
   - 3.2 Study Methodology 10
   - 3.3 Heritage Conservation Area Definitions 11
   - 3.4 Ranking Methodology 12
4. **Description of the Randwick Junction HCA** 14
5. **Historical Summary** 17
   - 5.1 General History of Randwick Area 17
   - 5.2 Development of Randwick Junction Heritage Conservation Area 17
6. **Survey findings** 28
   - 6.1 General Discussion 28
   - 6.2 Noticeable Detracting Elements 28
   - 6.3 Review of existing Contributions 29
     - 6.3.1 Existing Heritage Items 29
     - 6.3.2 Recommended Heritage Items 30
     - 6.3.3 New Contributing Items 31
     - 6.3.4 New Neutral Items 31
   - 6.4 Grading, Characteristics and Inventory of the Properties within the Randwick Junction HCA 31
     - 6.4.1 Block 01 33
     - 6.4.2 Block 02 37
     - 6.4.3 Block 03 39
     - 6.4.4 Block 04 42
     - 6.4.5 Block 05 46
     - 6.4.6 Block 06 49
     - 6.4.7 Block 07 52
     - 6.4.8 Block 08 54
     - 6.4.9 Block 09 58

6.4.10 Block 10 61
6.4.11 Block 11 62
6.4.12 Block 12 65
6.4.13 Block 13 68
7. Established Statement of Significance 70
7.1 Overview 70
7.2 Aesthetic Significance 70
7.3 Historic Significance 70
7.4 Social Significance 71
7.5 Themes Represented 71
7.6 Conclusions regarding Established Significance 72
8. Specific Matters - Rezoning Proposals 73
8.1 68 Arthur Street, Randwick 73
8.2 70 Arthur Street (112-118 Belmore Road) 74
9. Recommended planning controls 75
9.1 Existing guidelines 75
9.2 Recommended Updates to Planning Controls 75
9.2.1 Significant features 75
9.2.2 Colour Schemes 76
9.2.3 Above awning facades 76
9.2.4 Recording and Interpretation 76
9.2.5 Sandstone Kerbs and Gutters 76
9.2.6 Awnings 76
9.2.7 Signage 76
9.2.8 Detracting Buildings 76
10. Conclusion and Key recommendations 77
Appendix 1 - Updated SHI Forms for Existing Heritage Items 79
Appendix 2 - SHI Forms for Recommended Heritage Items 80
Appendix 3 - Conservation Area Colour Schemes 81
Appendix 4 - Comparative Spreadsheet for the HCA 82
Appendix 5 - Photographic Survey 83
Appendix 6 - Map of the Randwick Junction HCA 84

1. Executive Summary

Background

This study has been commissioned by Randwick City Council in order to undertake a review of the Randwick Junction Heritage Conservation Area ("Randwick Junction HCA"). The principle aim of the study is to review the Randwick Junction HCA and update and assess the current state of the existing Heritage Items and the contributory ranking of the properties in the area. The study also seeks to ascertain if there is any need to adjust the boundaries of the Randwick Junction HCA.

The Randwick Junction HCA is a precinct incorporating the properties fronting Belmore Road, and the properties bounded by Alison Road and Avoca Street as defined in the *Randwick Local Environmental Plan* (LEP) 2012. The Randwick Junction HCA contains a number of state listed Heritage Items under the NSW *Heritage Act 1977*, in addition to a number of local Heritage Items listed under Schedule 5 of the Randwick LEP 2012.

The Randwick Junction HCA is the only conservation area within Randwick City that is focused solely on a commercial centre. It retains a coherent commercial streetscape character of the nineteenth and twentieth century buildings. The majority of these buildings are located in two distinct groups, the Belmore Road grouping and the “Coach and Horses” grouping (centred on the intersection of Alison Road and Avoca Street). The majority of the buildings are two to three storey buildings dating from the Victorian and Federation periods, with Inter-War and Post-War commercial and residential buildings scattered in between.

The previous Heritage Studies have been reviewed and consulted as part of the current study. These include:

- *Randwick Heritage Study*, Lester Firth Associates Pty Ltd., July 1986
- *Randwick Heritage Study - Final Report*, Perumal Murphy Pty Ltd., October 1989
- *Randwick Heritage Study - Specialist Report - Architecture and Townscape*, Perumal Murphy, November 1989
- *Urban Design Study of Randwick and ‘The Spot’ Shopping Centres* (Volume 2 – Building Inventory), Knox & Tanner, 1994.

Findings

In general, the Randwick Junction HCA retains the same level of integrity described in the most recent (1994) study, with few significant changes evident. No Heritage Items are recommended for removal from the LEP, and no items are recommended to be downgraded in terms of their contributions to the Randwick Junction HCA under the current review study. Three (3) potential Heritage Items are recommended for listing and a number of buildings have been upgraded to Contributing level. The curtilage of one Heritage Item (Item No. I295) is recommended to be expanded.

The previous studies largely focused on the Victorian and Federation period buildings with relatively fewer Inter-War buildings been considered significant to the area. However, the Inter-War buildings make significant contribution to both the character and the historical development pattern of the Randwick Junction HCA. As such, they are considered to be one of the Randwick Junction HCA's key characteristics.

The character of the Randwick Junction HCA is defined by twenty-six (26) Heritage Items. Most of these Heritage Items are listed in groups and contain forty-four (44) individual buildings in total. Considering the newly identified potential Heritage Items, the Contributing buildings and the Neutral buildings, the Randwick Junction HCA has a remarkable concentration of historical building stock flanked by contemporary, but mostly sympathetic and compatible, development.

The key area containing a large bulk of uncharacteristic built fabric is the Randwick Plaza site at the southern end of the Randwick Junction HCA. Royal Randwick Shopping Centre, although occupies a large portion of the block at the north of Short Street, it maintains a neutral infill commercial strip and human scale along the eastern side of Belmore Road. Two other uncharacteristic items of note are the converted Gemini Hotel (65-71 Belmore Road) and 66 High Street. Both buildings are inappropriate in terms of bulk, design, and scale within the context of the Randwick Junction HCA and noticeably detract from the area's significance. Section 6.2 of this report includes list of the noticeable detracting elements. The Randwick Junction HCA has been divided into thirteen (13) blocks to make the description of characteristics and ranking of the properties clearer. The information on each block, including their characteristics, is provided in Section 6.3 of this report.

A general discussion of the Randwick Junction HCA's current condition and grading provided in Sections 6.3 and 6.4 respectively.

Discussion of Established Significance

Despite the changes and two large shopping centres, the Randwick Junction HCA maintains its cohesive two to three-storey traditional form, shape, size and period shopping strip with highly decorative and architecturally pleasing buildings. These buildings require appropriate conservation guidelines and planning controls for preservation and protection of their key characteristics that make the Randwick Junction HCA a very special and unique area.

Previous assessments of the study area remain consistent with the existing conditions of the Randwick Junction HCA. The existing Statement of Significance is still considered valid and appropriate.

The overall Statement of Significance could be improved by incorporating detailed information on the significant aspects and key characteristics of the Randwick Junction HCA in order to provide a single Statement of Significance.

Key recommendations

As a result of the comprehensive survey and assessment, three new potential Heritage Items have been recommended for listing in Schedule 5 of the Randwick LEP 2012. No changes to the existing Heritage Conservation Area boundaries or existing Heritage Items are recommended.

The following are the key recommendations with a more information provided in Section 9.2 of this report:

1. *Amend the listing curtilage of Heritage Item No. I295*

   The entire allotment at 60 Belmore Road (SP7779), including the address known as 25 Waratah Avenue, should be included in the curtilage of Heritage Item No. I295.

2. *Location of significant stone kerbs and gutters should be noted.*

   Significant stone kerbs and gutters are evident at Bell Lane. These are considered contributory items. The kerbs and gutters should be retained and conserved, and appropriate policies incorporated into the DCP.

3. *A co-ordinated colour scheme should be implemented.*

   Randwick City Council currently has excellent guidelines regarding colour schemes in place for the Randwick Conservation Area (Annexed at Appendix 2). It is noted that 'original colour schemes' are referenced in the *Randwick Comprehensive Development Control Plan* (DCP) 2013, however more specific guidelines should be established in the form of a Streetscape Study similar to that of Newtown King Street and Enmore Road Paint Scheme by City of Sydney. This will enhance the consistency and enforce a good heritage practice within the Randwick Junction HCA. Existing and future guidelines should be retained and enforced as

conditions of consent for any future Development Applications, particularly in the case for the following properties:

- 153-155 Alison Road, Randwick
- 104 Belmore Road, Randwick
- 131 Belmore Road, Randwick
- 133 Belmore Road, Randwick
- 11-15 Belmore Road, Randwick
- 140 Avoca Street, Randwick
- 117 Avoca Street, Randwick

4. Awning guidelines are currently contained in Part D3 of the DCP (Randwick Junction Centre). However, they do not include guidelines or controls for original awnings. It would be beneficial for these guidelines and the additional awning guidelines identified in Section 9.2.6 to be incorporated into Part B2 of the DCP. This will reinforce retention, maintenance and reinstatement of traditional and original awnings where documentary and physical evidence exists.

5. *A co-ordinated signage strategy should be incorporated into the DCP.*

   A signage strategy for the Randwick Junction HCA should be prepared to prevent further visual cluttering and physical damage to the significant facades of the buildings. Controls for signage are not clearly defined either in Part B2 or Part 2 of the DCP. The guidelines outlined in Section 9.2.7 should be included in Part B2 and/or Part 2 of the DCP until a comprehensive signage strategy implemented as part of the planning controls.

6. Rezoning of any areas within the Randwick Junction HCA is not recommended in order to maintain the integrity of existing uses and, in the case of 68 High Street, potentially reinstate former residential use. No increase to height controls is considered appropriate.

7. It is recommended that a policy/control be included in the DCP (Part D3) for rectification of intrusive changes to the facades of Contributing buildings within the Area. This could be encouraged as part of Development Applications where opportunity arises.

In conclusion, it is considered that existing boundaries of the Randwick Junction HCA are appropriate. The existing planning controls are generally acceptable, but should be consistently enforced as conditions of consent for future Development Applications, particularly in relation to paint schemes and awnings.

2. Introduction

2.1 Background

City Plan Heritage has been engaged by the Randwick City Council to undertake a review of the Randwick Junction Heritage Conservation Area ("Randwick Junction HCA"). The principle aim of the study is to review the conservation area to ascertain if there is any need to adjust the boundaries of the conservation area and to update and assess the current state of the existing Heritage Items and the contributory ranking of the properties in the area, as well as any additional heritage and Contributing Items that may have been over looked in previous studies.

2.2 Study Location

The study was conducted in a wider area than the Randwick Junction HCA boundaries in order to understand the surrounding urban and heritage context and ascertain whether there is any potential for the expansion or reduction in its boundaries.

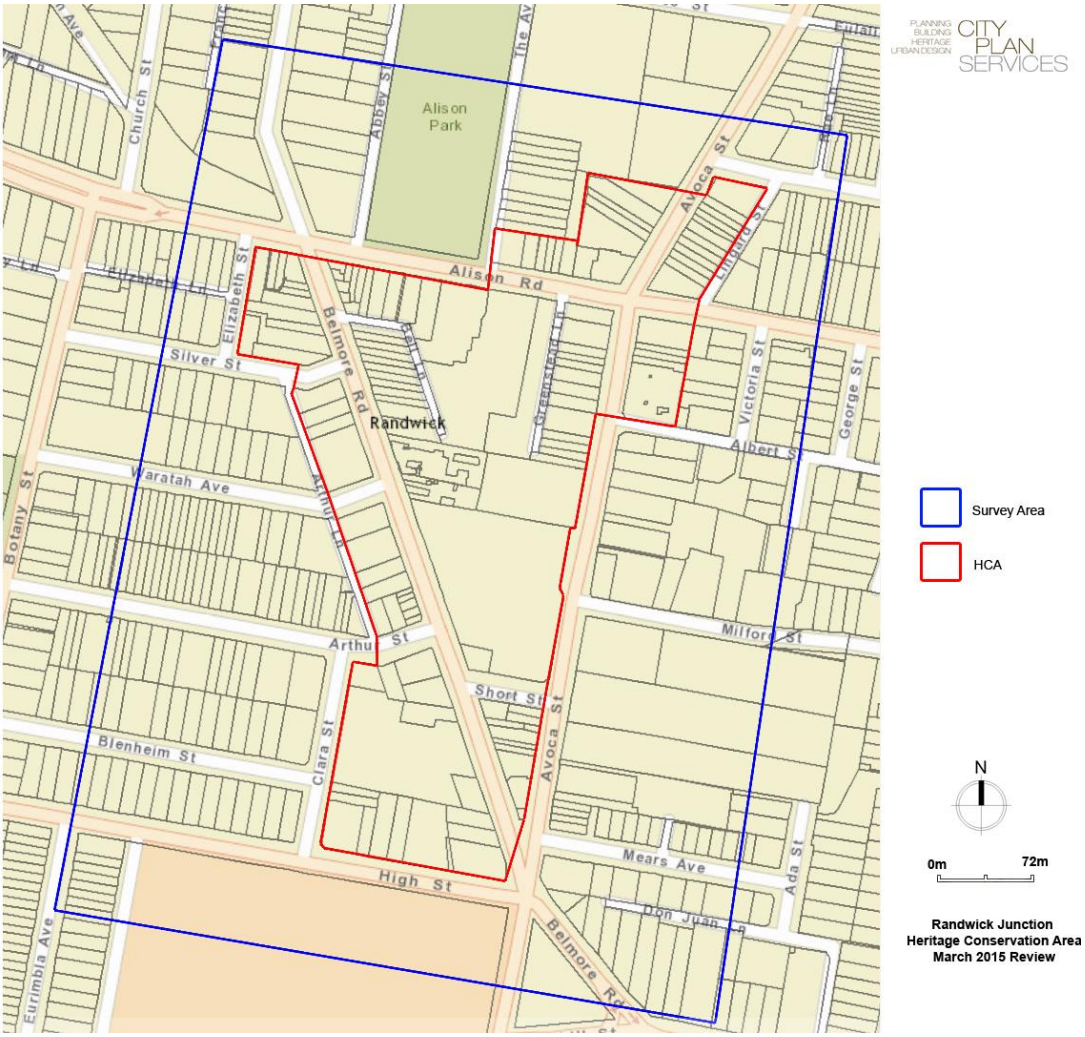


Figure 1: Extent of the Study Area around the Randwick Junction Heritage Conservation Area

2.3 Brief

Randwick City Council has commissioned City Plan Heritage to undertake a review and re-evaluation of the status and condition of existing Heritage Items and contributory buildings in the Randwick Junction HCA. Part of the review includes an assessment of the integrity of the HCA boundary as many new developments have occurred on suburb's periphery since the Randwick City Council's last heritage study in 1994.

The Randwick Junction HCA includes a precinct incorporating the properties fronting Belmore Road, and the properties bounded by Alison Road and Avoca Street as defined in the *Randwick Local Environmental Plan* (LEP) 2012. It contains a number of state listed Heritage Items under the *NSW Heritage Act, 1977*, in addition to a number of local Heritage Items listed under Schedule 5 of the Randwick LEP 2012.

The brief for the Study required a field survey of the Randwick Junction HCA in its entirety, research the history and assess the heritage significance of the area in accordance with the *NSW Heritage Manual Assessing Heritage Significance* publication, which was updated by the NSW Heritage Office (now Heritage Division) in 2001.

Key tasks of the brief are:

- Review the heritage value of existing Heritage Items, including any obvious changes to heritage fabric since the last review.
- Update existing Heritage Inventory Sheets for each identified Heritage Item, (where required), setting out key heritage values and main features which contribute to heritage significance, as well as new photographs.
- Identify the value of existing contributory buildings, including their key contributory attributes and any obvious changes to the fabric over time.
- Review the boundaries for the conservation area and make recommendations on any adjustments required as a result of rezoning enquiries received and Development Applications approved.

2.4 Author Identification & Study Team

The following report has been prepared by Susan Kennedy (Senior Heritage Consultant) in association with Kerime Danis (Director - Heritage) who has also reviewed and endorsed its content.

The study team included the following staff of City Plan Heritage:

- Kerime Danis (Director - Heritage) – Advice and input on Significance Ranking, Key issues, Opportunities, Conservation strategy and maintenance requirements, Appropriate Principles and Recommendations; and input, coordination and review of Report and State Heritage Inventory Forms;
- Susan Kennedy (Senior Heritage Consultant) – Field Survey, Mapping, Significance Ranking, Historical Research, Preparation of Report, Opportunities, Appropriate Principles and Recommendations;
- Brittany Freelander (Heritage Consultant) – Historical Research and Preparation of State Heritage Inventory forms;
- Anna McLaurin (Graduate Heritage Consultant) – Historical Research, Field Survey, and Preparation of State Heritage Inventory forms.

2.5 Acknowledgements

The assistance of the following is acknowledged and appreciated:

- Asanthika Kappagoda, Senior Strategic Planner, Randwick City Council
- Lorraine Simpson, Heritage Planner, Randwick City Council
- Joanna Hole, Coordinator Strategic Planning, Randwick City Council

3. Methodology

3.1 Previous Study and Planning Document References

The current planning documents and maps are relevant to heritage conservation in the Randwick LGA are:

- *Randwick Local Environmental Plan* (LEP) 2012
- *Randwick Comprehensive Development Control Plan* (DCP) 2013 (Including *Part D - Commercial and Industrial: Randwick Junction Centre,* which details current levels of contribution within the Randwick Junction Heritage Conservation Area)

Previous Heritage Studies and Reviews include:

- *Randwick Heritage Study*, Lester Firth Associates Pty Ltd., July 1986

  This study was the first comprehensive study of the environmental heritage of Randwick municipality and established the basis for the current heritage listing for the LEP. It was one of four volumes prepared for the Randwick Heritage Study that was completed in October 1989. It also reviewed the then existing planning controls and other planning policies, and recommended conservation objectives for use in an LEP. The study followed a thematic study approach as it was for most of the heritage studies carried out across New South Wales at the time. Total of 200 inventory sheets were prepared for identified items incorporating homes, industries, commercial and public buildings, institutions and landscapes.

- *Randwick Heritage Study - Final Report*, Perumal Murphy Pty Ltd., October 1989

  Randwick Heritage Study marked the completion of the extended Randwick Heritage Study and aimed to identify and analyse the environmental heritage of the municipality and make practical recommendations for its conservation. The study also provided a thematic development history and reviewed the earlier inventory forms. Over 300 additional inventory sheets were prepared under this supplementary study.

- *Randwick Heritage Study - Specialist Report - Architecture and Townscape*, Perumal Murphy, November 1989

  This study also formed part of the Randwick Heritage Study and focused on the architectural built heritage, townscape, landscape and archaeological aspects in also a thematic approach. It provided an overview of the local architectural heritage together with extensive tables highlighting significant events, and surviving evidence, for each theme.

- *Urban Design Study of Randwick and 'The Spot' Shopping Centres (Volume 2 – Building Inventory),* Knox & Tanner, 1994.

3.2 Study Methodology

This study employs a methodology that is consistent with the guidelines for Heritage Studies prepared by the then NSW Heritage Office and Department of Urban Affairs and Planning. It also uses the system described in the NSW *Heritage Manual* 'Assessing Heritage Significance' guidelines. The philosophy and process adopted is that guided by the Australia ICOMOS Burra Charter 2013.

The first stage of this study was to review the existing studies and the inventory forms for the Randwick Junction HCA and the existing Heritage Items within the area. The review allowed for understanding of the previous rationale in the assessment of the boundaries and the Heritage Items within the area. Subsequently, determination of a methodology by which the Conservation Area, Heritage Items and Contributing Items would be assessed has been established so as to maintain a consistent approach and assessment across the Randwick Junction HCA, as well as the remainder of the LGA.

The detailed survey of the study area was then undertaken with the methodology and system of ranking applied to the individual properties in the Randwick Junction HCA. Each individual property was reassessed, inventory listings were updated during the survey on the existing sheets, and new descriptions and statements of significance were prepared for new potential Heritage Items as well as all existing Heritage Items without inventory sheets. The results of the survey were then mapped showing the following recommendations for rankings:

- Heritage item
- Contributing Item
- Neutral
- Detracting
- Recommended Heritage Item
- New Contributing Item
- New Neutral Item

Detailed Character Area Statements, Statements of Significance, Descriptions and Conservation policies were developed for the existing conservation area during the previous studies and were reviewed and updated as applicable.

3.3 Heritage Conservation Area Definitions

Heritage Conservation Areas are identified by analysing their heritage significance and the special characteristics that make up that significance; these may include subdivision and street pattern, vegetation, the consistency of building materials, form and scale, or the common age of the building stock and historical associations.

Heritage Conservation Areas can be recognised and assessed in a number of ways. One such way is to rank and map the elements of an area to determine the cohesiveness and integrity of a place. A Heritage Conservation Area will demonstrate a high proportion of contributory items in comparison to all other items. As well as demonstrating the proportion of significant elements topographically a Heritage Conservation Area should also be evident in its visual experience. A Heritage Conservation Area will become apparent when one moves into it due to the cohesive building forms, materials and scale which create a sense of place. When one can recognise that an area has a sense of place it becomes a matter of determining why that sense of place exists by articulating the physical and historical characteristics which define it, and if it then demonstrates sufficient value to be considered significant through those characteristics. Therefore as well as having a high proportion of significant items these elements must also be visually apparent within the area. An understanding of historical patterns of subdivision and development within a locale will also aid in the identification of Heritage Conservation Areas as one will be able to determine where such areas potentially exist only to qualify if its original elements are intact and interpretable.

The Randwick Junction HCA has such a sense of place, retaining a coherent streetscape character of nineteenth and twentieth century buildings. It contains a large number of Heritage Items and high proportion of Contributing Items that make up this sense of place.

Randwick LEP 2012 defines a Heritage Conservation Area as:

> *"…an area of land of heritage significance:*
>
> *(a) shown on the Heritage Map as a heritage conservation area, and*
>
> *(b) the location and nature of which is described in Schedule 5, and*
>
> *includes any Heritage Items situated on or within that area."*

3.4 Ranking Methodology

Ranking	Definition
Heritage Item	A building, place, landscape element that meets the NSW Heritage Assessment Criteria in NSW *Heritage Manual* 'Assessing Heritage Significance Guidelines'. The Randwick LEP 2012 defines the Heritage Item as being "a building, work, place, relic, tree, object or archaeological site the location and nature of which is described in Schedule 5". A Heritage Item will demonstrate a higher degree of aesthetic value and intactness than most elements and will quite possibly have landmark qualities. It may also have significant historic associations to the history of the local area or social values that contribute to the community's sense of place. A Heritage Item does not need to contribute to the character of a Conservation Area or precinct. Its value is of such a degree that it is able to be appreciated regardless of its context (although the conservation of a sympathetic context is a further issue). In this case context may refer to the streetscape, row, group or a number of streets forming a precinct. This study allowed for the assessment and review of Heritage Items under the aesthetic, representative and rarity criteria. With built Heritage Items these are generally the criteria by which most buildings are determined to be significant, although this does not preclude the other criteria. As detailed historical studies have been undertaken as part of previous studies the historically significant items have generally been listed. A test for a Heritage Item in a Heritage Conservation Area is to question whether the place would still have significance if it was in another context. Those places that are dependent upon the context are more likely to be Contributing Items in a conservation area rather than Heritage Items. Heritage Items may have been altered and in some cases this may have resulted in a loss of significance and its downgrading to a contributory item if the changes are highly intrusive. A Heritage Item will retain its significance if the alterations have been sympathetic and are generally of high quality. Reasons for downgrading Heritage Items include: ▪ Item is not a fine representative example of its type ▪ Integrity and/or character compromised through alterations and additions ▪ Item is dependent upon its context and is therefore a contributory item ▪ Item was originally listed as part of a group and is therefore inherently a contributory item (although some groups do demonstrate heritage item significance).
Contributing	A building with a moderate to high degree of intactness, which does not meet the threshold for listing as a Heritage Item, but which contributes substantially to the stated character of the area in the terms given in the Statement of Significance for the Randwick Junction HCA. A conservation area should exhibit a high proportion of Contributing Items in comparison to items of other categories. This will illustrate the cohesiveness and significance of the area on the Conservation Area map. A Contributing Item will contribute to the significance or quality of a conservation area through its form, scale, materials, period, siting, setting and fenestration. The higher the level of consistency between these characteristics of an item and those of other items in the area, then the contribution of the item is greater to the Heritage Conservation Area. A good quality Heritage Conservation Area will have a large portion of contributory elements with a high level of cohesiveness. A Contributing Item must make a contribution to the significance of the Conservation Area, if it does not contribute to a defined significant character or set of values then for it to be listed for conservation it must meet the threshold required for individual Heritage Items. The contribution or significance of a building may have been reduced by loss of

Ranking	Definition
	original materials or detail (eg roof, chimneys, above awning facade fenestration and shopfronts), unsympathetic additions (eg balcony infill) or inappropriate decorative treatment (eg painting of face brickwork). If the intrusive changes to the building have been too great then its contribution to the area may have been lost rendering it a Neutral Item. A test for Contributing Items is to question whether the removal or loss of the building (or number of buildings of a type), place or element would have a detrimental impact on the ability to interpret, understand and appreciate the significance of the defined conservation area. A second test for Contributing Items is to question the period and style of construction of a particular building. If the period and style is not easily apparent due to alterations, additions and removal of fabric then the building is considered to have lost its contributory values. Contributing Items may have incurred intrusive changes over time. Although, such changes do not mean that the place has become an intrusive item as many intrusive changes are reversible. In this regard Contributing Items have also been considered for their potential contribution to a conservation area should intrusive changes be reversed or general restoration is to occur.
Neutral	A building where the contribution and/or impact on the heritage character of the area is neutral. The loss or retention of a neutral building will have no impact on the significance of the area although intrusive changes to a Neutral Item may downgrade its status to Detracting.
Detracting	A building which has an adverse impact upon the character of the area because of its scale, design, assertiveness, materials or the like, or because its original qualities have been mutilated or removed. Some Contributing or Neutral Items may exhibit uncharacteristic or intrusive elements or changes but their contribution to the overall significance of the conservation area will not be regarded as uncharacteristic if they accord with the definitions for Contributing and Neutral Items.

4. Description of the Randwick Junction HCA

Randwick Junction is a diverse and vibrant commercial centre characterised by the large concentration of health and medical buildings of the nearby Hospitals precinct and traditional strip of commercial establishments. The area is in close proximity to the University of NSW and the Racecourse and it is well served by buses. Public transport and heavy traffic dominate the streetscapes of the triangular block formed by Belmore Road, Alison Road and Avoca Street.

The Randwick Junction HCA comprises almost the entire area known as Randwick Junction. It is the only conservation area within Randwick City that is focused solely on a commercial centre. It retains a coherent commercial streetscape character of the nineteenth and twentieth century buildings. The majority of these buildings are located in two distinct groups, the Belmore Road grouping and the "Coach and Horses" grouping (centred on the intersection of Alison Road and Avoca Street).

The majority of the buildings within the commercial strips are two to three storeys Victorian and Federation periods with the Inter-War and Post-War commercial and residential buildings scattered in between. Parapets of these buildings are one of the distinctive characteristics of the area so are the suspended awnings providing a comfortable and protected shopping experience to the locals. Most of the Heritage Items and Contributing Items remain intact at the northern half of the Randwick Junction HCA namely along Alison Road, its intersection with Avoca Street, and Belmore Road. The significant building form and character in the southern half of the Randwick Junction HCA is interrupted by the two large shopping centres creating neutral and detracting elements within the cohesiveness of the traditional commercial strips. Captain Cook Statue at the intersection of Belmore Road and Avoca Street creates a gateway and clue to the historical character and significant building stock of the Randwick Junction HCA.

The Randwick Junction HCA has been divided into thirteen (13) blocks to assist in the interpretation of characteristics and ranking of the properties. The information on each block is provided in Section 6.3 of this report.

Figure 2: Belmore Road, looking South from Alison Road

Figure 3: Alison Road, looking West from Avoca Street.

Figure 4: Intersection of Avoca Street and Alison Road, looking North

Figure 5: Alison Road, looking West towards Belmore Road.

Figure 6: Intersection of Belmore Road and Avoca Street with the Captain Cook Statue at the centre (southern end of the Randwick Junction HCA)

5. Historical Summary

5.1 General History of Randwick Area

European settlement in the Randwick area did not take off until the nineteenth century as poor soil and swamps made the area an undesirable location.[1] Randwick eventually developed into an English classical village which attracted Sydney's social elite during the mid-nineteenth century. The attractiveness of Randwick during these early formative years was a result of two important factors. The first being the decision by Bishop Barker of Sydney to locate his new premises "Bishopscourt" at Randwick rather than Newtown, which was his original intention. The Bishop's decision developed as a result of a visit he took to Randwick in 1855 in order to visit the Commissioner of Lands for NSW, Simeon Henry Pearce and his wife Alice. The prosperity of the Pearce family was clearly visible to the Bishop along with the desirability of the land which had both ocean and city views.[2]

Pearce was a driving force in the area and it was his mission to attract such members of society to the area, his motivation being to change Randwick from a population consisting of mainly modest market gardeners.[3] Pearce, who immigrated to Australia from England, is renowned for naming the suburb of "Randwick" which is derived from his hometown of Randwick in Gloucestershire, England.[4]

The second factor in the development of Randwick in the late nineteenth century was the establishment of the Randwick Destitute Children's Asylum in 1858 (now part of the Prince of Wales Hospital). Built by colonial architect Sir Edmund Blackett, the grand sandstone buildings of the Asylum became a landmark for Randwick, and are still considered as such today. This building, along with an ideal topography, set the scene for the grand houses Pearce envisaged for the area.

Eventually, the grand and ornate buildings Pearce so desperately wanted built were constructed and the area developed into a beautiful collection of ornate Victorian homes and boulevards. Randwick is still considered a highly desirable suburb to this day.[5] Industry also developed in the area with the most significant site being the Tramway Workshops.[6]

In 1859 the municipality of Randwick was declared (the first municipality in NSW[7]) and in 1865 St Jude's Anglican Church was built on Avoca Street.[8] The construction of the church was imperative to the establishment of Randwick village and became the centre of village life.[9] Eventually the population of Randwick steadily increased and by 1911 the population numbered over 18,000.[10] Randwick Racecourse, one of the most iconic landmarks in the area, opened in 1833, surprisingly early in the colony's history.[11]

5.2 Development of Randwick Junction Heritage Conservation Area

The Randwick Junction HCA is associated with the some of the earliest settlement in Randwick. Much of the area was crown land before it was granted to early landowners J. Pearce, Simeon Pearce, Alexander Macarthur and Samuel Hebblewhite.

The earliest commercial development within the Randwick Junction HCA occurred at the corner of Avoca Street and Alison Road where the Coach and Horses Hotel (originally operated as the Vauxhall Gardens for a few years before changing its name) was

1 http://www.randwick.nsw.gov.au/about-council/history/history-overview
2 http://www.randwick.nsw.gov.au/about-council/history/historic-places/historic-suburbs
3 Ibid
4 Ibid
5 Ibid
6 Ibid
7 http://www.randwick.nsw.gov.au/about-council/history/our-story/timeline
8 http://www.randwick.nsw.gov.au/about-council/history/history-overview
9 http://www.randwick.nsw.gov.au/about-council/history/historic-places/historic-suburbs
10 http://www.randwick.nsw.gov.au/about-council/history/history-overview
11 http://www.randwick.nsw.gov.au/about-council/history/historic-places/historic-suburbs

established in 1856.[12] This hotel acted as a temporary post office and also offered a horse drawn carriage service to Sydney.[13]

With the introduction of the tram way in the 1880s including a tram workshop brought large numbers of settlers to the area leading to the original land grant owners to subdivide and sell their land to property developers. It is in this period when the Randwick Junction HCA experience its greatest period of development establishing the property layout seen today.

The inter war and post war years were also period of rapid development for Randwick. The 1930 aerial indicates much of the eastern side of Belmore Road is developed for residential land use rather than commercial land use. The 1943 aerial shows greater commercial density on the western side of Belmore Road and southern section enclosed by High and Clara Streets. From 1943 to 1961 there does not appear an increase in density within the Randwick Junction HCA. The 1980 aerials show the construction of large supermarket along with office blocks at the southern end of the Randwick Junction HCA. The Marcellin College oval had also been built over in this period.

The present day aerial shows the construction of a large mall complex between the southern end of Belmore Road and Avoca Street. Furthermore the development of Marcellin College has increased dramatically the 1980s.

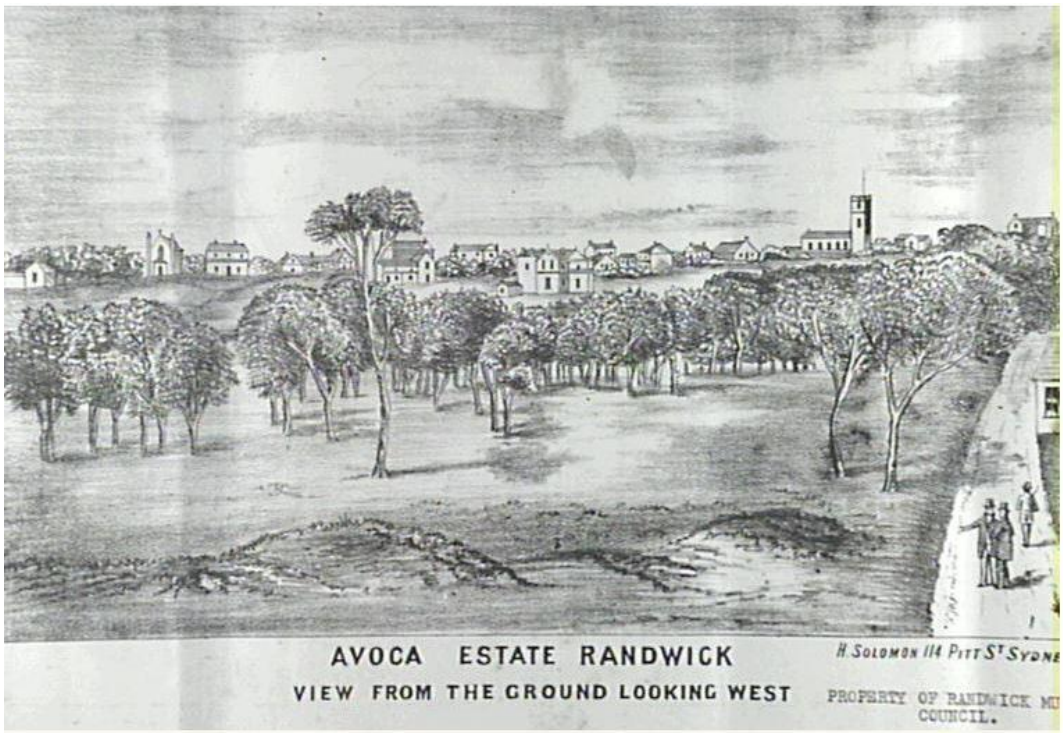


Figure 7: The above c.1880's drawing by H. Solomon shows the Avoca Estate, Randwick looking west towards the township of Randwick and current conservation area. Avoca Street where part of the current HCA lies is named after this estate. (Source: Randwick Photo Gallery http://www.photosau.com.au/Randwick/scripts/Navigate.asp?mode=full&start=7&pDocs=21&pSrch=1 Retrieved 01/06/15)

12 P. Spearrit, Sydney's Century, p.68.
13 F. Pollon, Sydney Suburbs, p.21.

Figure 8: The above watercolour by A. Fenton Spencers depicts the corner of Alison Road and Avoca Street c1895. The corner where J.T. Hunter Grocer is depicted is no longer present. The site is now occupied by a triple storey Victorian Building. (Source: National Library of Australia Ref: ON 4 Box 56 No 248).

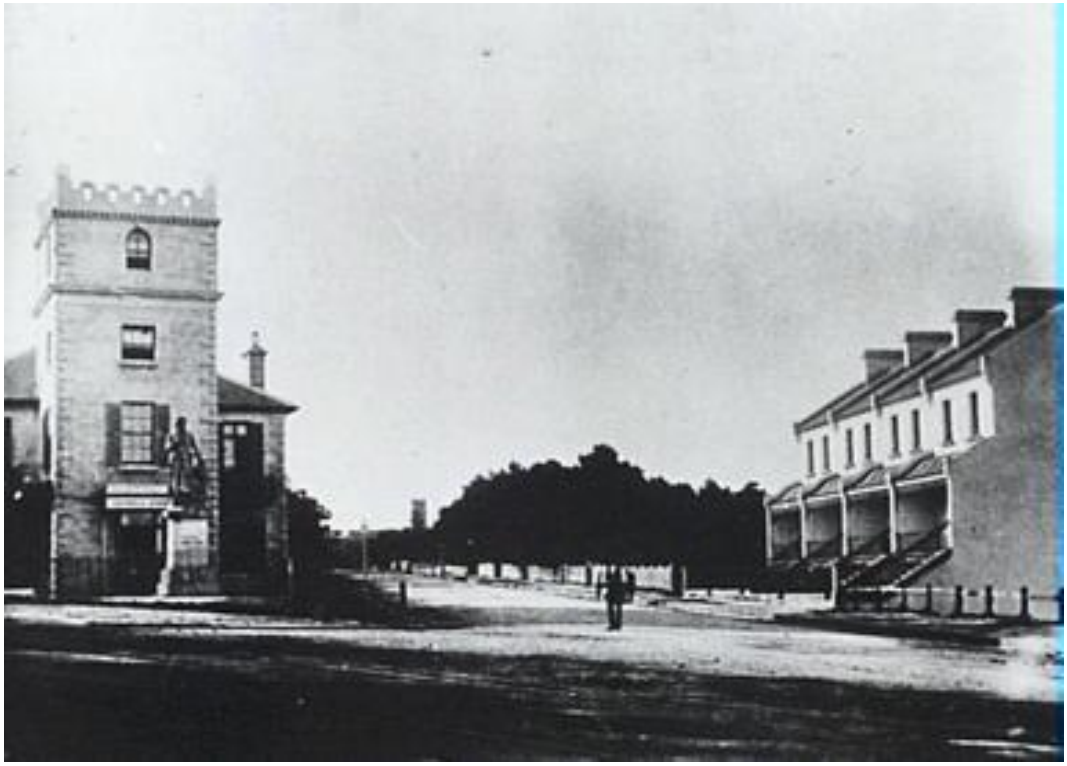


Figure 9: Captain Cook Statue at corner of Avoca Street and Belmore Road in 1883 (Source: http://trove.nla.gov.au/version/206437955)

Figure 10: Avoca Street looking South c.1900. The Randwick Junction HCA boundary is along the right side of Avoca Street. (Source: National Library of Australia Ref: ON 4 Box 56 No 248).

Figure 11: The eastern side of Belmore Road, Randwick c.1925 between Short and Avoca Streets. (Randwick Photo Gallery)

Figure 12: 1930 Aerial of the Randwick Junction. Note the underdeveloped eastern side of Belmore Road. (Source: Land & Property Information)

Figure 9: 1943 Aerial of the subject site showing an increase in development along Belmore Road. (Source: Land & Property Information, SIX Maps)

Figure 10: 1961 Aerial showing the high density development now occurring along Belmore Road and surrounding area. (Source: Land & Property Information)

Figure 11: 1970 Aerial for the subject site showing the increased commercial and residential development especially on the periphery of the HCA. (Source: Land & Property Information)

Figure 12: 1980 Aerial of the subject site. Note the large supermarket construction in the bottom left hand corner of the HCA. (Source: Land & Property Information)

Figure 13: A current aerial of the subject site showing the large change in development since the 1980's. Note the large mall complex at the centre of the site. (Source: SIX Maps)

6. Survey findings

6.1 General Discussion

The site survey was undertaken in March, 2015 on foot and documented all buildings located within the Randwick Junction HCA from the public domain.

The character of the Randwick Junction HCA is defined by 26 Heritage Items, most listed in groups containing 44 individual buildings in total. Considering the newly identified potential Heritage Items, the Contributing Items and the Neutral buildings, the Randwick Junction HCA has a remarkable concentration of historical building stock flanked by contemporary but sympathetic and compatible development. The only area that could be considered containing large bulk of uncharacteristic built fabric is the Randwick Plaza site at the southern end of the Randwick Junction HCA. Royal Randwick Shopping Centre, although occupying a large portion of the block at the north of Short Street, maintains a neutral infill commercial strip and human scale along the eastern side of Belmore Road.

Belmore Road retains its overwhelmingly commercial character, with the street level shopfronts consisting entirely of a mix of commercial, retail, and food outlets. Noticeable fit outs have occurred over the past 20 years within these street level tenancies, with new signage and interiors evident. However, the structures themselves remain unchanged.

Alison Road continues the bustling character of Belmore Road, though the condition of several buildings in this part of the Randwick Junction HCA is noticeably poor.

Avoca Street has a similar but quieter commercial character than Belmore and Alison Roads. Avoca Street retains several significant residential terraces at the northern end of the Randwick Junction HCA (ie. Block 09), some of which have been converted to office use but are generally lower activity levels than the frequently trafficked restaurants and shops of Belmore Road.

6.2 Noticeable Detracting Elements

The following is a list of intrusive elements or changes that are noted in relation to Contributory, Neutral and Detracting items within the Randwick Junction HCA. They adversely impact on the significance of both the Randwick Junction HCA and the individual place:

- Unsympathetic bright paint schemes sometimes with no reference to the architectural detailing and fenestration of the facades
- Painting original face brick facades
- Additions that visually impact on the form of the building and the ability to interpret an item's significance
- Excessive height, bulk or scale that is uncharacteristic to the overall shopping strip
- Setbacks and single storey development that break up the predominant two to three-storey street wall
- Unusual building forms and footprints, such as large retail establishments
- Horizontal rather than vertical building form reflecting the individual shop subdivision pattern
- Removal/loss of original external building form, detailing and joinery
- Replacement of elements and finishes with unsympathetic materials
- Enclosed balconies with highly glazed surfaces
- Complicated facade fenestration with incompatible materials
- Commercial and retail development with oversized shop windows and no awning, or inconsistent awning, above

- Facade fenestrations that do not take any influence from the adjoining Heritage Items or Contributing Items
- High and large span of blank parapets
- Facades with compatible materials but very plain parapets with untraditionally proportioned fenestrations
- Dominant and visible services and air-conditioning units above awnings
- Signage cluttering above awnings and inconsistent below awning signage in terms of locations, sizes, materials and shape
- Uncharacteristic architectural building elements such as curved stairwell dominating the facade along a streetscape of rectilinear buildings

The key issue apparent on visual inspection is the incorporation of incongruous colour schemes and inconsistent signage along the commercial strips. This is noted in previous studies and appears to be an issue that has recently arisen.

6.3 Review of existing Contributions

In general, the Randwick Junction HCA retains the same level of integrity present in the previous 1994 study, with few significant changes evident. No Heritage Items are recommended for removal from the LEP, and no items are recommended to be downgraded in terms of their contributions to the Randwick Junction HCA under the current review study. In fact, three potential Heritage Items are recommended for listing and a number of buildings have been upgraded to contributing level. The previous studies largely focused on the Victorian and Federation period buildings with relatively fewer Inter-War buildings been considered significant to the area. It is evident that the Inter-War buildings make significant contribution to both the character and the historical development pattern of the Randwick Junction HCA. As such, they are considered to be one of the significant aspects of the Randwick Junction HCA.

6.3.1 Existing Heritage Items

The Heritage Items within the Randwick Junction HCA that are currently listed under Schedule 5 of the Randwick LEP 2012 were reviewed. There are a total of 26 Heritage Items within the area of which most are listed in groups. Their condition and level of integrity and meeting the criteria for heritage listing is still consistent with the 1989 and 1994 assessments. Updated State Heritage Inventory forms for these items have been included in Appendix 1.

The only recommended change to existing Heritage Items is:

- The entire allotment at 60 Belmore Road (SP7779), including the address known as 25 Waratah Avenue, should be included in the curtilage of Heritage Item No. I295

Figure 14: Excerpt from the Randwick Heritage Maps sheets 2 and 7 showing the existing Heritage Items within the boundaries of the Randwick Junction HCA (defined in dark blue dashed line for clarity). (Source: Randwick City Council LEP 2012.

6.3.2 Recommended Heritage Items

The following properties were identified as potential Heritage Items and are recommended for listing in Schedule 5 of the Randwick LEP 2012, all located along the Alison Road frontage of the Randwick Junction HCA.

- 1 Belmore Road, Randwick (Inter-War corner block)
- 167-171 Alison Road, Randwick (Victorian filigree terraces)
- 179-181 Alison Road, Randwick (Victorian Italianate terraces)

New State Heritage Inventory forms for these three items have been prepared and included in Appendix 2.

6.3.3 New Contributing Items

The following properties were ungraded in the previous study; all located along the eastern boundary of the Randwick Junction HCA and are now recommended to be graded as Contributing Items:

Block 01

- 68 Clara Street, Randwick
- 66 Clara Street, Randwick
- 55-58 Clara Street, Randwick
- 60 Clara Street, Randwick
- 62 Clara Street, Randwick

Block 04

- 159-157 Alison Road, Randwick
- 157 Alison Road, Randwick
- 153-155 Alison Road, Randwick
- 11 Silver Street, Randwick

Block 11

- 206T Alison Road, Randwick[14]

6.3.4 New Neutral Items

21 Belmore Road, Randwick (located at the southern corner of Bell Lane and Belmore Road) is now recommended as a Neutral Item. This building was previously graded as 'uncharacteristic' in the 1994 Study. Since this time, refurbishment works have occurred which have improved the building's presentation in the context of the heritage aspects, namely through an improved colour scheme. In accordance with this study's grading scale, the loss or retention of this building will have no impact on the significance of the area.

6.4 Grading, Characteristics and Inventory of the Properties within the Randwick Junction HCA

This section includes the grading of the properties within the Randwick Junction HCA and character statements and descriptions for each Block as defined in the below grading map. Each block has been discussed separately with the inventory of the properties provided in tables in the respective section for the blocks.

Reference should also be made to Appendix 5 for a detailed photographic survey of the Randwick Junction HCA.

[14] The previous study did not distinguish between 124 Avoca Street (a heritage item of State Significance) and 206T Alison Road.

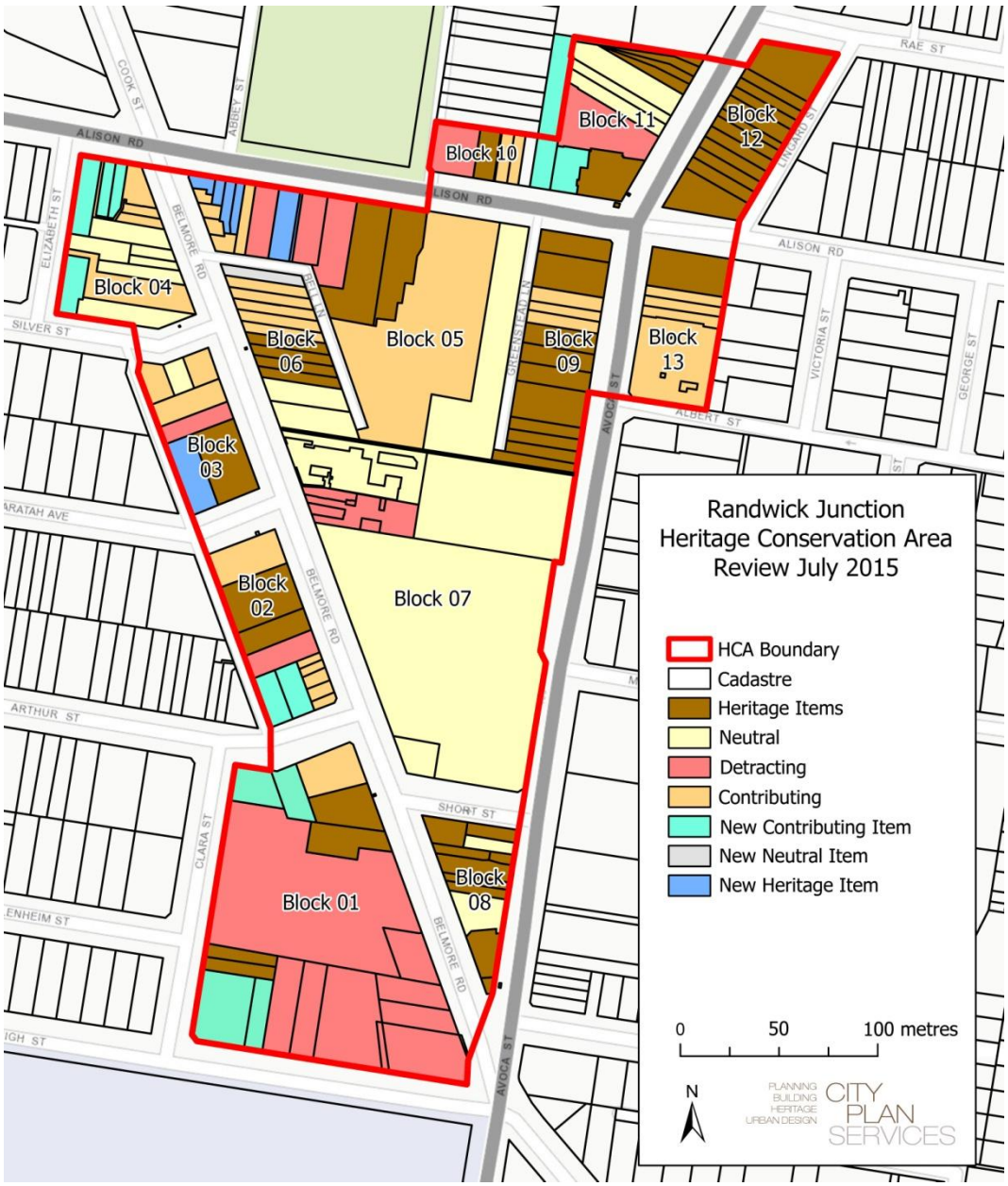


Figure 15: Survey Grading. See Appendix 6 for A3 Map (Source: City Plan Heritage, Cadastre supplied by Randwick City Council).

6.4.1 Block 01

Block 01 is bounded by High, Clara and Arthur Streets, and Belmore Road. It is dominated by the Randwick Plaza and its associated facilities marking the southern end of the Randwick Junction HCA. Notwithstanding, the northern edge along Arthur Street and south western corner of the block are occupied by Heritage Items and Contributing buildings that significantly add to the heritage character of the Randwick Junction HCA through their mainly Inter-War, and Federation and Victorian residential architectural style and intact fabric. At the northern end of the block, several buildings have been sympathetically adapted for commercial uses (namely 68 Arthur Street). These modifications are representative of the changing character of the municipality and the increasing demand for retail and commercial uses within the Randwick Junction HCA.

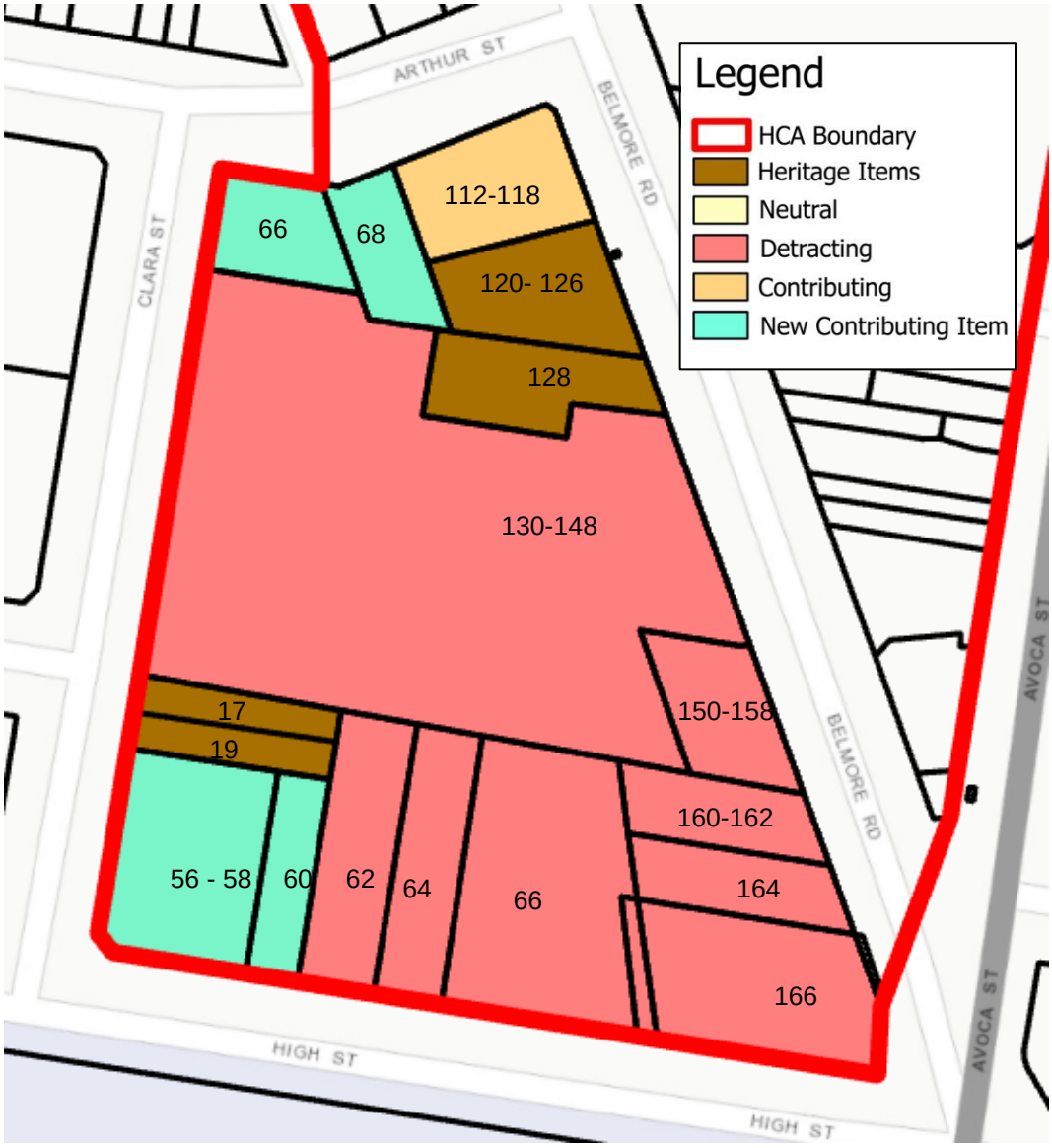


Figure 16: Detail of Block 01 showing contributions (Source: City Plan Heritage)

Address	Grading	Brief Description	Modifications since 1994[15]	Image
66 Arthur Street	New Contributing Item	Single storey Californian Bungalow	None	
68 Arthur Street	New Contributing Item	Single storey Californian Bungalow	Internal changes- reconfiguration of rooms (2002). Removal of trees (2011)	
1-15 Clara Street *(Rear elevation to* 130-148 Belmore Road*)*	Detracting	1960s/1970s two storey commercial building - Randwick Plaza	None	
17 Clara Street	Heritage Item *Group listing I316*	Semi-detached pair	None	
19 Clara Street	Heritage item *Group listing I316*	Semi-detached pair	Alterations and additions to rear (2008)	
56 High Street	New Contributing Item	Inter - War apartment complex Lis Rouan (3 Storey)	None apparent.	

[15] Date of Previous Study

Address	Grading	Brief Description	Modifications since 1994[15]	Image
58 High Street	New Contributing Item	Inter-War apartment complex Deblacam (3 Storey)	None apparent.	
60 High Street	New Contributing Item	Federation Freestanding house	Alterations and additions to the rear of the existing dwelling and construction of a new car port to the eastern side of the existing dwelling in 2010.	
62 High Street	Detracting	Circa 1960s Apartment complex (4 Storey)	None apparent.	
64 High Street	Detracting	Circa 1970s Commercial building (3 storey)	None apparent.	
66 (-68?) High Street	Detracting	Wales Medical Centre, Circa 1980s (8 storey)	None apparent.	
166 Belmore Road	Detracting	Corner commercial/retail development (2 Storey)	Fit out and change of use of first floor of existing building to day surgery, construction of roof deck, installation of lift and fire	

Address	Grading	Brief Description	Modifications since 1994[15]	Image
			stairs, upgrade of exterior finishes, new glazing, new street awning, signage and associated works	
164 Belmore Road	Neutral	Medical Centre (2 Storey) Randwick Imaging Centre (DA currently before council to convert to a Fitness Centre)	Demolition of previous building and construction of part 3, part 4 storey building comprising day surgery and medical centre with ground floor retail and car parking in 2008.	
160-162 Belmore Road	Detracting	1960s/70s two storey commercial building	New metal awning to the front of the building (2014)	
150-158 Belmore Road	Detracting	Single storey shop, 1960s/70s construction	Minor works only.	
130-148 Belmore Road	Detracting	1960s/1970s two storey commercial building - Randwick Plaza	Facade rendered (repainted in accordance with 1995 recommendations), new awning and paving on street frontage	
128 Belmore Road	Heritage Item I301	"Sandgate." Victorian two storey house, used for commercial purposes.	None, minor internal works only.	
120- 126 Belmore Road	Heritage Item I299	3 Bay 1920s commercial terrace with "Proud of our Elders" Mural to wall adjoining 128 Belmore Road.	None, minor works only.	
112-118 Belmore Road	Contributing Item	1920s shop with two residential levels above, some of which have been converted to commercial use.	None, minor works only.	

6.4.2 Block 02

Block 02 is a small rectangular block bounded by Arthur Street to the south, Arthur Lane to the west, Waratah Avenue to the north and Belmore Road to the east. With the exception of one building (84-90 Belmore Road), the entire block consists of significant Inter-War residential flat and commercial buildings including two Heritage Items. The bulk of the properties are Contributing and essentially present three-storey building scale and highly decorated facade fenestrations that contrast with the neutral characteristic of the Royal Randwick Shopping Centre on the opposite side of Belmore Road.

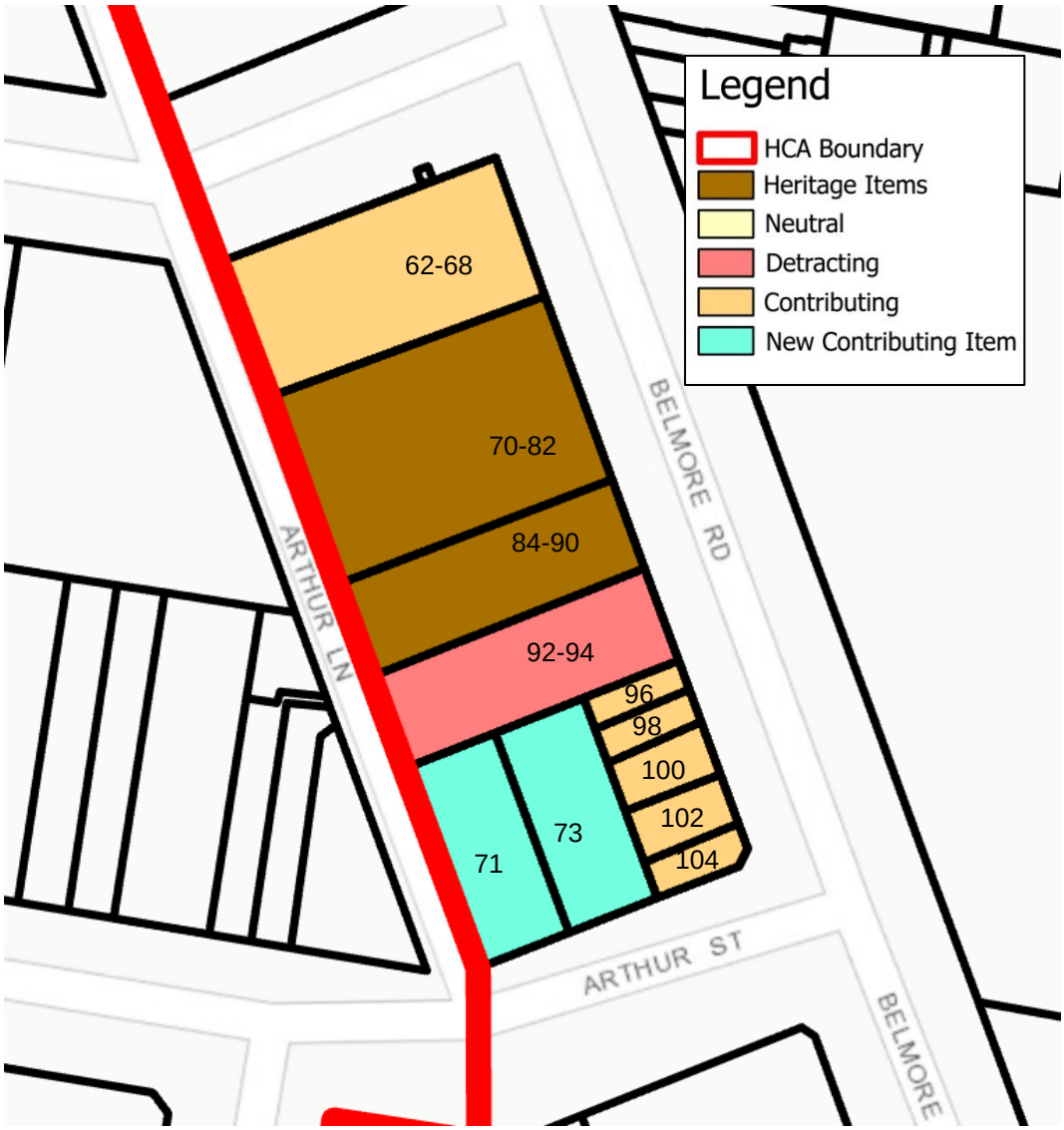


Figure 17: Detail of Block 02 showing contributions (Source: City Plan Heritage)

Address	Grading	Brief Description	Modifications since 1994[16]	Image
71 Arthur Street	New Contributing Item	3 Storey Inter-War commercial/ residential building	Conversion of existing residential unit to shop (1998)	
73 Arthur Street	New Contributing Item	3 storey Inter-War rendered residential building	Alterations to existing RFB including the conversion of 2 ground floor dwellings fronting Arthur Street (1998). Rendering and painting has also occurred.	
96-104 Belmore Road	Contributing Item	Single storey shop with rendered and painted walls. Detracting paint scheme at 104 Belmore Road	None, minor works only.	
92-94 Belmore Road	Detracting	2 storey 1960s/1970s commercial building.	None, minor works only.	
84-90 Belmore Road	Heritage Item I297	Koorowi Flats	None, minor works only.	
70-82 Belmore Road	Heritage Item I296	3 Storey commercial building	Replacement of existing windows and lintels with aluminium windows (2000)	
62-68 Belmore Road	Contributing Item	"Roseberry" 1930s/1940s commercial & residential building, shop with two residential levels above.	Maintenance and associated works to exterior of existing building including replacement of capping, replacement of window lintels and bracing to parapet and patch/repoint of existing brickwork (2011)	

[16] Date of Previous Study

6.4.3 Block 03

Block 03 is similar to Block 02 in terms of rectangular shape, small size and concentration of significant building stock. The Block has only one detracting element with the remainder being Contributing Items and a Heritage Item spanning along the half length of Belmore Road frontage of the Block. The Inter-War Art Deco residential and commercial building at Waratah Avenue corner acts as a transitional element from the three-storey, mainly residential flat developments, to the two-storey commercial strip of Belmore Road. The detracting building with its blank rendered parapet interrupts the decorative and aesthetically pleasing above awning facade fenestration of the Block. The vertical engaged piers on the facades of all Contributing Items and the Heritage Item clearly provide evidence of vertical pattern of individual bays seen throughout the Randwick Junction HCA.

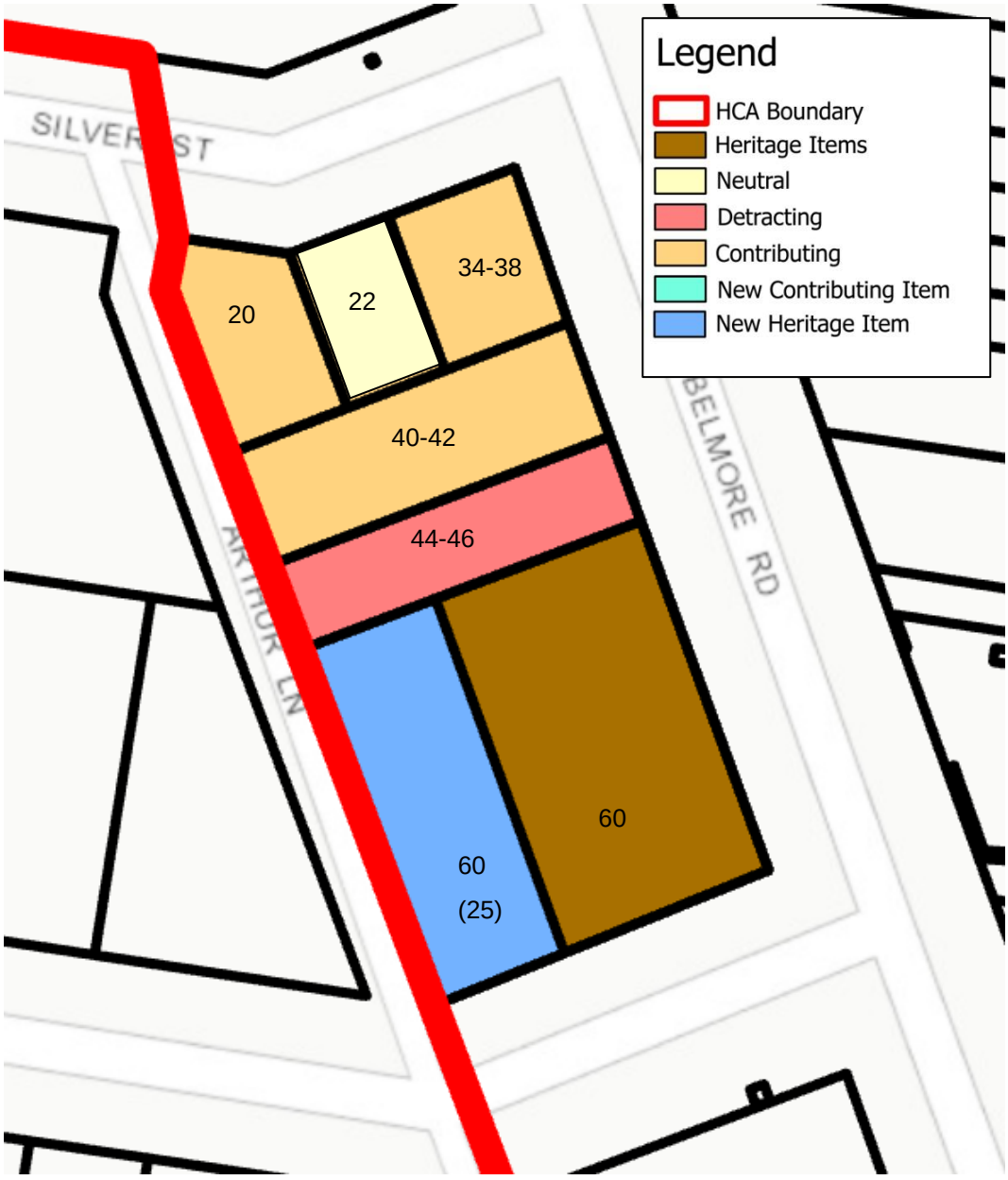


Figure 18: Detail of Block 03 showing contributions (Source: City Plan Heritage)

Address	Grading	Brief Description	Modifications since 1994[17]	Image
48-60 Belmore Road *Including 25 Waratah Avenue*	Heritage Item I295	Residential/commercial building. Art Deco 1930s/40s shop with 2 residential levels over. Virtuoso texture brick Art Deco, with skyscraper features. Includes 25 Waratah Avenue, as separate Art Deco building of the same era and design. It is recommended that the curtilage of Heritage Item I295 is extended to include the full extent of SP7779.	New shop front known as Shop No 54, new entry doors and security grilles, new illuminated signage, new air conditioning unit to be located at the rear enclosed courtyard (2011) Remedial works to facade of Heritage item including investigation of stability of brick tiles, concrete to balconies and mortar to brickwork. (2001)	
44-46 Belmore Road	Detracting	St George bank with rendered parapet. 1960s/1970s single storey shopfront with sheet steel panels and glass awning.	Alterations and upgrading of the existing St George Bank including new external signage. “St George” signage at parapet removed.	
40-42 Belmore Road	Contributing Item	1920s shopfront with one residential level above.	None. Minor works only.	

[17] Date of Previous Study

Address	Grading	Brief Description	Modifications since 1994[17]	Image
34-38 Belmore Road	Contributing Item	Alkoomie Flats - Three storey residential apartments	2004 – New carports to rear 2003- Replace existing windows with aluminium windows to the northern, eastern and rear elevations to match the windows at the front of the property.	
22 Silver Street	Neutral	Retail Single Storey	None, minor works only	
20 Silver Street	Contributing Item	Coombah Flats Three storey residential apartments (Inter-War)	None apparent. Internal works only.	

6.4.4 Block 04

Block 04 is one of the six blocks within the Randwick Junction HCA that has no detracting element, which would adversely affect its significant characteristics. Bounded by Silver and Elizabeth Streets, and Alison and Belmore Roads this irregular Block is characterised by essentially two-storey Federation and Inter-War period residential and commercial strip featuring highly decorative segmental arched or stepped parapets, engaged piers, and ribbon windows reflecting the building's individual tenancy layout. Traditional materials and finishes of face brick with rendered or stone bands and projecting mouldings with neutral colour schemes give the dominant heritage streetscapes of the Block regardless of the unsympathetic paint finish of one building (153-155 Alison Road) and high blank parapet of another (12-14 Belmore Road). The 2008 new medical and commercial building at the corner of Silver Street and Belmore Road is considered to be a neutral infill building designed to take form of its allotment but at the same time marking the end of the block with a higher element opposite the three-storey Alkoomie Flats. Its copper like vertically panelled facades combined with vertically proportioned glazing allows somehow a comfortable presentation along the streetscapes of Belmore Road and Silver Street.

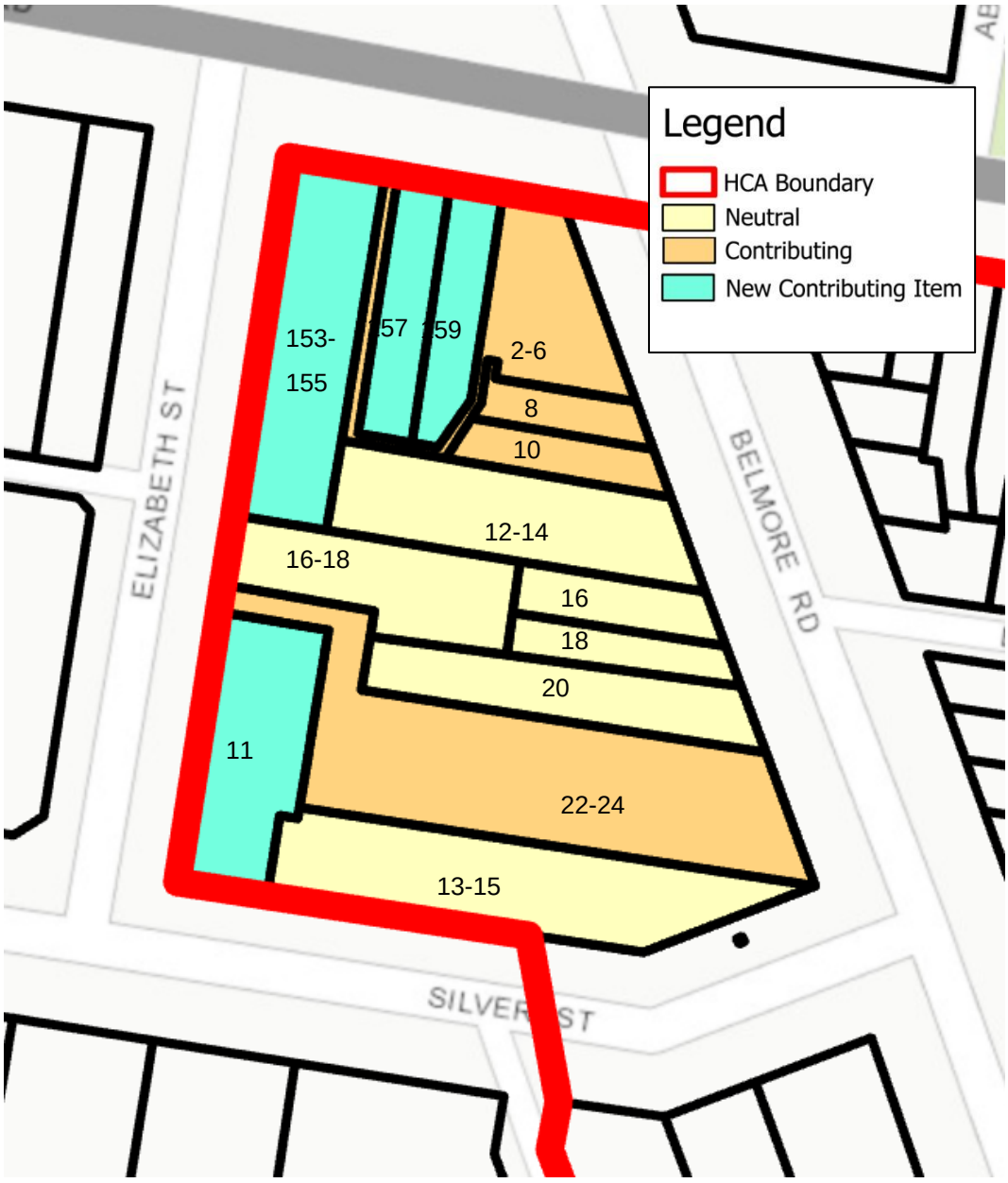


Figure 19: Detail of Block 04 showing contributions (Source: City Plan Heritage)

Address	Grading	Brief Description	Modifications since 1994[18]	Image
11 Silver Street	New Contributing Item	3 Storey Inter-War Apartment complex.	None	
13-15 Silver Street	Neutral	Commonwealth Bank- sympathetic new development, intrusive parapet at Silver St/Belmore Road intersection	New build	
22-24 Belmore Road	Neutral	Commonwealth Bank	(12-13 Silver Street) 2008 - Demolition of existing buildings and construction of 3 storey building with 4 tenancies for use as medical centre with 11 on site car park spaces, with roof terrace (12-13 Silver Street) 2013 - additional floor area at second floor level to allow for two additional tenancies with hipped roof, alterations to facade, addition of skylights to first floor western roof planter zone, deletion of first and second floor skylights on northern wall, deletion of windows on southern wall at ground and first floor levels Original consent: Demolition of existing buildings and construction of 3 storey building with 4 tenancies for use as medical centre with 11 on site car park spaces, with roof terrace	

[18] Date of Previous Study

Address	Grading	Brief Description	Modifications since 1994[18]	Image
20 Belmore Road	Neutral	Dual story commerial with large parapet	None. Minor works only	
16 Belmore Road	Contributing Item	Edwardian (1900-1920s) face brick shop with one residential level above. Enclosed balconies.	None. Minor works only.	
12-14 Belmore Road	Detracting	ANZ Bank. One storey with large rendered parapet.	Minor works only- replacement of tiles. NB: Approved for demolition in 2015.	
10 Belmore Road	Contributing Item	1920s face brick corner block shops with one residential level above. (also known as 2-10 Belmore Road)	None, minor works only	
8 Belmore Road	Contributing Item	1920s face brick corner block shops with one residential level above. (also known as 2-10 Belmore Road)	Rear single storey building demolished in 2008	
2-6 Belmore Road	Contributing Item	1920s face brick corner block shops with one residential level above. (also known as 2-10 Belmore	None, minor works only. DA approved for additional level in 2015 (DA 075/2015)	

Address	Grading	Brief Description	Modifications since 1994[18]	Image
		Road)		
159 Alison Road	New Contributing Item	1920s face brick corner block shops with one residential level above. (also known as 2-10 Belmore Road)	None, minor works only.	
157 Alison Road	New Contributing Item	Two storey residential building.	None, minor works only.	
153-155 Alison Road	New Contributing Item	Intrusive paint scheme.	Paint scheme with signage, circa 2012.	

6.4.5 Block 05

Block 05 is one of three large blocks within the Randwick Junction HCA occupying the majority of the Allison Road boundary of the Area. It is an irregular block bounded by Belmore and Alison Roads, and Bell and Greenstead Lanes adjoining the Royal Randwick Shopping Centre on the south boundary. This Block contains all periods of development that make the Randwick Junction HCA such a special and significant mixed commercial precinct. While the Alison Road frontage is dominated by the Victorian terraces and Inter-War educational buildings of residential scale and style the remainder of the Block presents a two-storey traditional shop-strip with awnings and decorative stepped parapets and well-articulated facades. This block features several detracting buildings scattered amongst Contributing Items. These detracting buildings are relatively recent developments and are readily identifiable by their uncharacteristic wall finishes and/or fenestration above awning level.

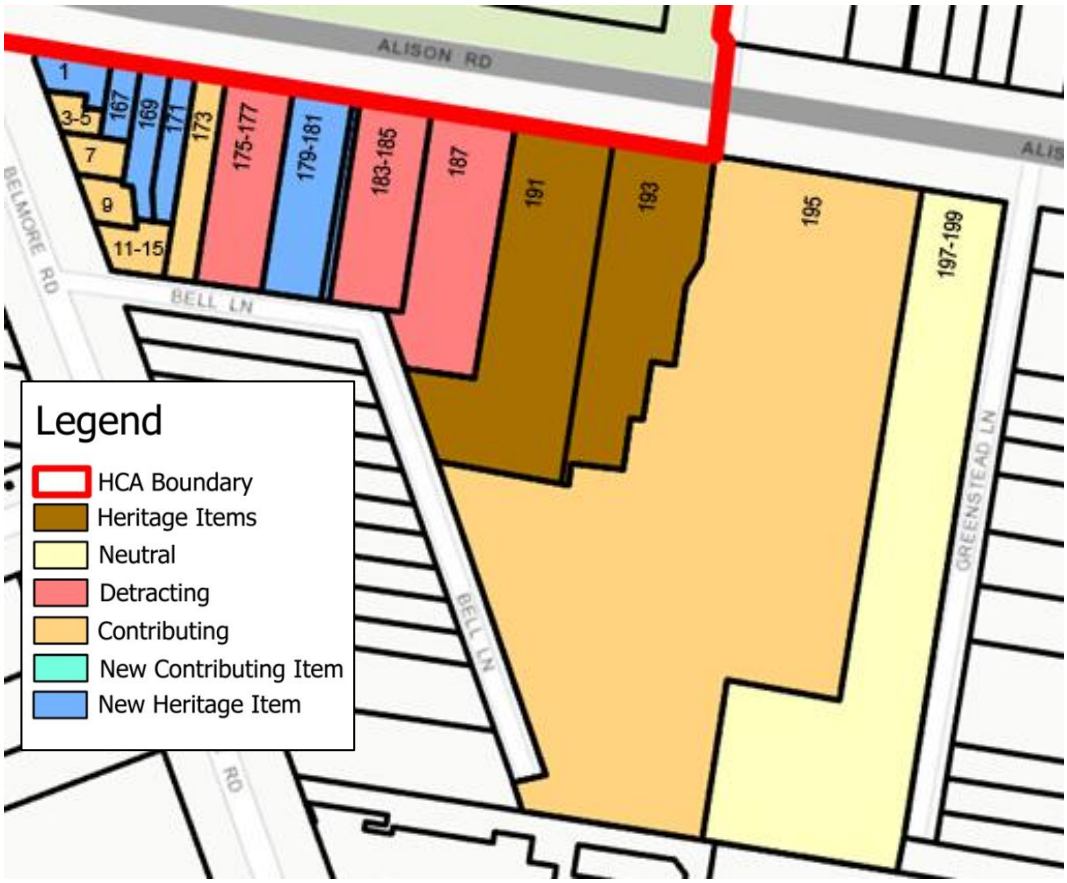


Figure 20: Detail of Block 05 showing contributions (Source: City Plan Heritage)

Address	Grading	Brief Description	Modifications since 1994[19]	Image
11-15 Belmore Road	Contributing Item	1900-1920 shop with one residential level above. Intrusive (purple) colour scheme. Should be repainted to period guidelines.	Intrusive colour scheme. No DA?	
9 Belmore Road	Contributing Item	Late Victorian (1880-1900) shop with one residential level above. Intrusive air conditioning units.	Fire in 2008, subsequent repair of fire damage. Damage to kitchen and rear, no works to Belmore Street frontage.	
7 Belmore	Contributing Item	Edwardian (1900-1920s) shop with one residential level above.	Fire in 2008, subsequent repair of fire damage. Damage to kitchen and rear, no works to Belmore Street frontage.	
3-5 Belmore Road	Contributing Item	Edwardian (1900-1920s) shop with one residential level above. Upper level facade appears intact behind cladding. Detracting steel cladding. Cladding should be removed. Previous assessment dated building to 1960s. Most likely facade was obscured by cladding at that time.	None, minor works only	
1 Belmore Road	Recommended Heritage Item	Inter-War three storey corner mixed use development.	None, internal fit outs only.	

[19] Date of Previous Study

Address	Grading	Brief Description	Modifications since 1994[19]	Image
167-171 (167,169,171) Alison Road	Recommended Heritage Item	Terrace of three Late Victorian shops with residential level above. In need of maintenance.	None. Shop fit-outs only	
173 Alison Road	Contributing Item	Art Deco shop with two residential levels above. Face brick. Modest skyscraper detail, texture brick finishes. Moderate architectural quality.	None. Shop fitouts only.	
175-177 Alison Road	Detracting	Contemporary shop with two residential levels only. Poor condition, detracting finishes and intrusive window a/c units.	None. Original building behind setback from street.	
179-181 Alison Road	Recommended Heritage Item	Montrose. Late Victorian house with ground floor commercial conversion at street level.	None.	
183-185 Alison Road	Detracting	Modern commercial terrace.	None.	
187 Alison Road	Detracting	Face brick commercial shops with one residential level above.	None.	
191 Alison Road	Heritage Item *Group listing I259*	Late Victorian free standing house. Converted to school uses.	None.	
193 Alison Road	Heritage Item *Group listing I259*	Late Victorian free standing house. Converted to school uses.	None.	

Address	Grading	Brief Description	Modifications since 1994[19]	Image
195 Alison Road	Contributing Item	1920s School buildings.	Refurbishment in 2013.	
197-199 Alison Road	Neutral	Sympathetic newly constructed wing to Marceline College.	Built since 1995?	

6.4.6 Block 06

Block 06 is another small and rectilinear block with Neutral buildings flanking either side of the Heritage Items and Contributing buildings. The Neutral buildings have some intrusive elements attached to them but this does not significantly affect their presentation in terms of scale, finishes and continuing awning along the shopping strip. The contemporary infill building at 49-51 Belmore Road is considered Neutral complimenting the overall three-storey scale of the block and matching the dominant horizontal lines of the closest Heritage Item at 35-43 Belmore Road including the awning level with a projecting entrance canopy. The majority of the shops with commercial uses above are two-storey high Edwardian buildings with curvilinear parapets featuring different colour schemes and rendered painted finishes.

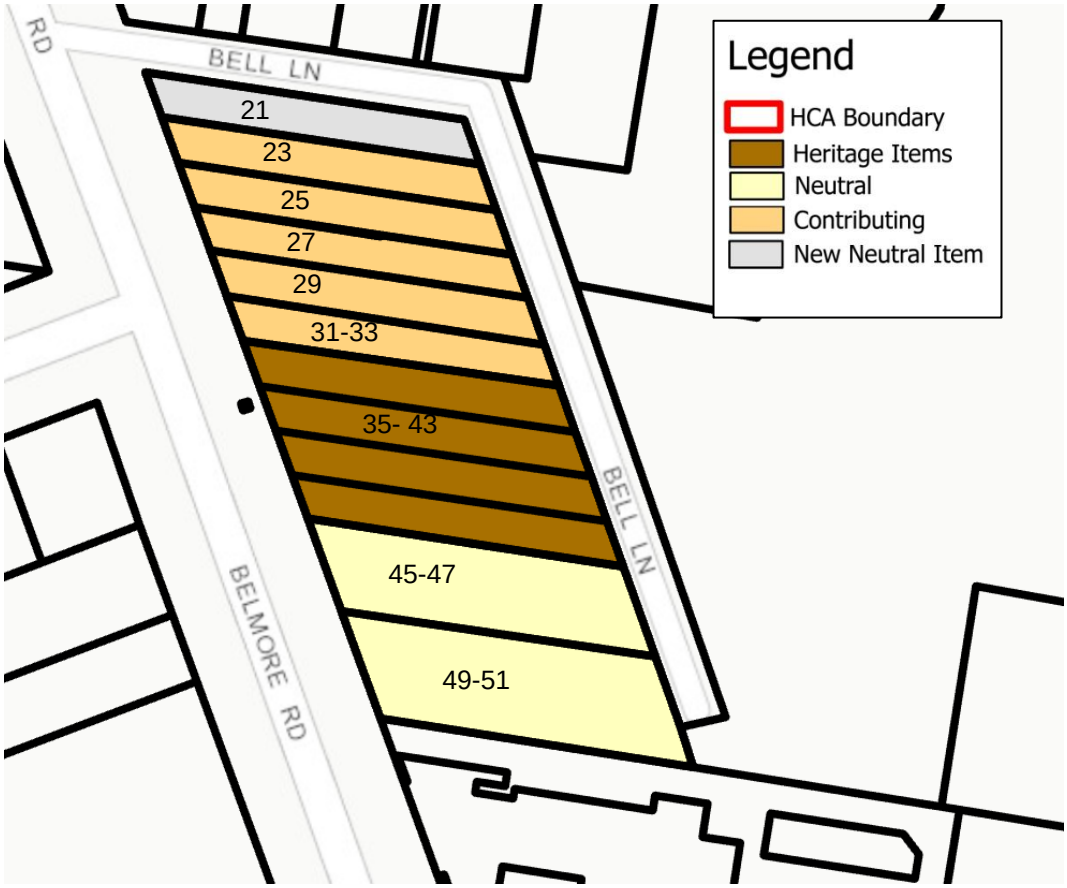


Figure 21: Detail of Block 06 showing contributions (Source: City Plan Heritage)

Address	Grading	Brief Description	Modifications since 1994[20]	Image
49-51 Belmore Road	Neutral	3 storey contemporary mixed use building	Previous building demolished, new mixed use development (approved 1994), constructed circa 1996.	
45-47 Belmore Road	Neutral	Two storey 1970s era two-storey commercial building. Intrusive air conditioning units.	None, minor works only.	
35-43 Belmore Road	Heritage Item I294	3 Storey Art Deco commercial building	None, minor works only.	
31-33 Belmore Road	Contributing Item	Edwardian 1900-1920 shop with one Victorian setback residential level above (Edwardian shop built in front of Victorian building). Detracting signage	None. Minor works only.	
29 Belmore Road	Contributing Item	Edwardian 1900-1920 shop with one residential level above.	None. Minor works only.	
27 Belmore Road	Contributing Item	Edwardian 1900-1920 shop with one Victorian setback residential level above. (Edwardian shop built in front of Victorian	None. Minor works only.	

[20] Date of Previous Study

Address	Grading	Brief Description	Modifications since 1994[20]	Image
		building).		
25 Belmore Road	Contributing Item	Edwardian 1900-1920 shop with one residential level above.	None. Minor works only.	
23 Belmore Road	Contributing Item	Edwardian shopfront with one residential level above.	None. Minor works only.	
21 Belmore Road	New Neutral Item	Contemporary 1960s/70s.	Sympathetic colour scheme and appropriate cladding to reduce impact of glazing. Previously classed as 'detracting' but colours appear to have been updated since previous study, resulting in more neutral impact.	

6.4.7 Block 07

Block 07 occupies two-third of the Belmore Road frontage of the block between Short Street and Bell Lane. It is comprised mostly of new development including the Royal Randwick Shopping Centre, the former Gemini Hotel (now converted into residential units), and a new four-storey residential/commercial building. The converted Gemini Hotel is notable as an uncharacteristic building within the Randwick Junction HCA. The block is similar to the Randwick Plaza (Block 01) in that it introduces a new type of development within the traditional shopping strip of the Randwick Junction HCA. However, with the exception of the Gemini Hotel, development is generally more appropriate in terms of scale and articulation of parapets than Block 01, making the Block a Neutral element within the Randwick Junction HCA.

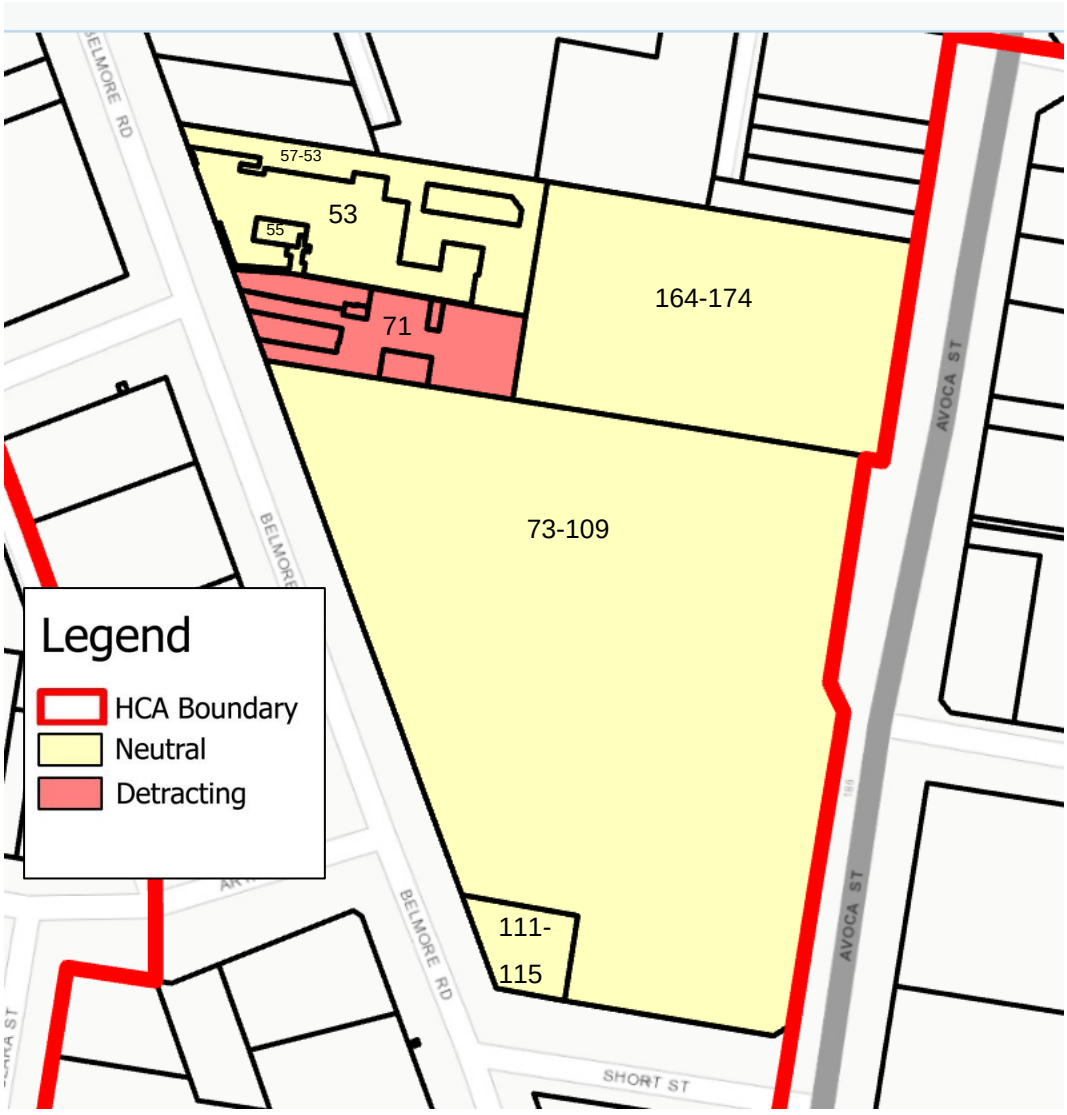


Figure 22: Detail of Block 07 showing contributions (Source: City Plan Heritage)

Address	Grading	Brief Description	Modifications since 1994[21]	Image
164-174 Avoca Street	Neutral	Contemporary single storey development, sympathetic. (Marcellin College)	None. 2008 DA approved to remove tree.	
73-109 Belmore Road *(Avoca Street Frontage)*	Neutral/ Detracting	Royal Randwick Shopping Centre Development	None, minor changes only. The Avoca Street Elevation features service entrances to the shopping centre which are uncharacteristic. The loading dock, in particular, is considered intrusive.	
111-115 Belmore Road	Neutral	Royal Randwick Shopping Centre development	None, minor changes only.	
73-109 Belmore Road	Neutral	Royal Randwick Shopping Centre development	None, minor changes only.	
65-71 Belmore Road	Detracting	8 Storey residential development - formerly Gemini Hotel	Converted into residential units with major changes to its interiors and some external elements.	
57-63 Belmore Road	Neutral/ Detracting	4 storey contemporary residential/commercial building	New build, approved 2000	
55 Belmore Road	Neutral/ Detracting	4 storey contemporary residential / commercial building, sympathetic design and scale.	New build, approved 2000	

[21] Date of Previous Study

Address	Grading	Brief Description	Modifications since 1994[21]	Image
53 Belmore Road	Neutral/ Detracting	4 storey contemporary residential / commercial building	New build, approved 2000	

6.4.8 Block 08

Block 08 is the southernmost end of the Randwick Junction HCA. It is a triangular block bounded by Belmore Road, Avoca Street and Short Street. The most distinctive feature within this block is the Statue of Captain James Cook. Combined with the Star & Garter Inn, the Heritage Items provide a prominent landmark and gateway to the Randwick Junction HCA. Other notable Heritage Items within the block are the two-storey Victorian commercial buildings which present a very cohesive and architecturally distinctive streetscape. The bright colour schemes of some of the Victorian shops break the consistency but this is a reversible painting finish and can be rectified when the opportunity arises with a more suitable period colour scheme that would highlight the architectural detailing and above awning embellishment of these shops.

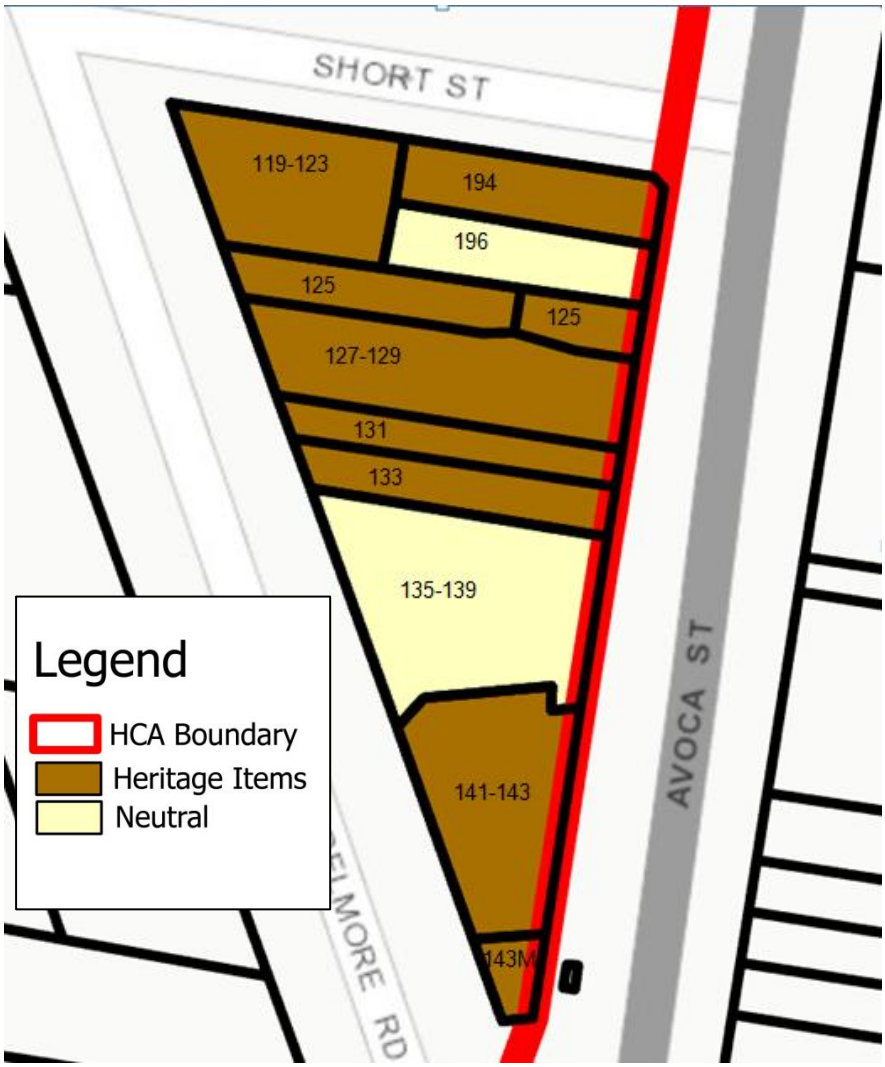


Figure 23: Detail of Block 08 showing contributions (Source: City Plan Heritage)

Address	Grading	Brief Description	Modifications since 1994[22]	Image
145M Belmore Road	Heritage Item I303	Statue of Captain James Cook	None.	
141-143 Belmore Road	Heritage Item I302	The Star and Garter Inn	Refurbishments associated with new restaurant fit outs.	
135-139 Belmore Road	Neutral	Two storey contemporary commercial building sympathetically designed. Render and colour intrusive. Described as 'Modern Heritage style"	Awning added.	
133 Belmore Road	Heritage item *Group listing I300*	Late Victorian commercial building. Intrusive and uncoordinated colour scheme across terrace.	None, minor works only.	
131 Belmore Road	Heritage item *Group listing I300*	Late Victorian commercial building. Intrusive and uncoordinated colour scheme across terrace.	None, minor works only.	
127-129 Belmore Road	Heritage item *Group listing I300*	Late Victorian commercial building. Intrusive and uncoordinated colour scheme across terrace.	None, minor works only.	

[22] Date of Previous Study

Address	Grading	Brief Description	Modifications since 1994[22]	Image
125 Belmore Road	Heritage item *Group listing* *I300*	Late Victorian commercial building. Intrusive and uncoordinated colour scheme. Across terrace.	None, minor works only.	
119-123 Belmore Road	Heritage item I298	Cooks Lodge, 2 storey commercial building	None, minor works only.	
206 Avoca Street (Rear of 135 Belmore Road)	Neutral	1980s. 2 storey blue rendered commercial building	None.	
204 Avoca Street *(Rear of 133 Belmore Road)*	Neutral	Rear entrance	None.	
202 Avoca Street *(Rear of 125 Belmore Road)*	Neutral	2 storey contemporary commercial building modelled in terrace style	None.	
200 Avoca Street *(Rear of 125 Belmore Road)*	Neutral	2 storey contemporary commercial building modelled in terrace style	None.	

Address	Grading	Brief Description	Modifications since 1994[22]	Image
196 Avoca Street	Neutral	Rendered federation commercial building. Reduced significance due to poor condition.	None.	
194 Avoca Street	Heritage item I285	Late Victorian shop and residence. Awning should be reinstated,	None. Minor works only.	

6.4.9 Block 09

Bounded by Avoca Street, Alison Road and Greenstead Lane this block is characterised by the Heritage Items of high architectural quality with distinctive Victorian terraces featuring projecting faceted bays, decorative balconies, filigree fretwork and balustrades, moulded parapets with gabled apexes and bands of moulded cornices. This block of the Randwick Junction HCA is largely residential with some mixed commercial and residential buildings located towards Alison Street end. Block 09 presents an intact streetscape with high integrity making a significant contribution to the character and heritage values of the Randwick Junction HCA.

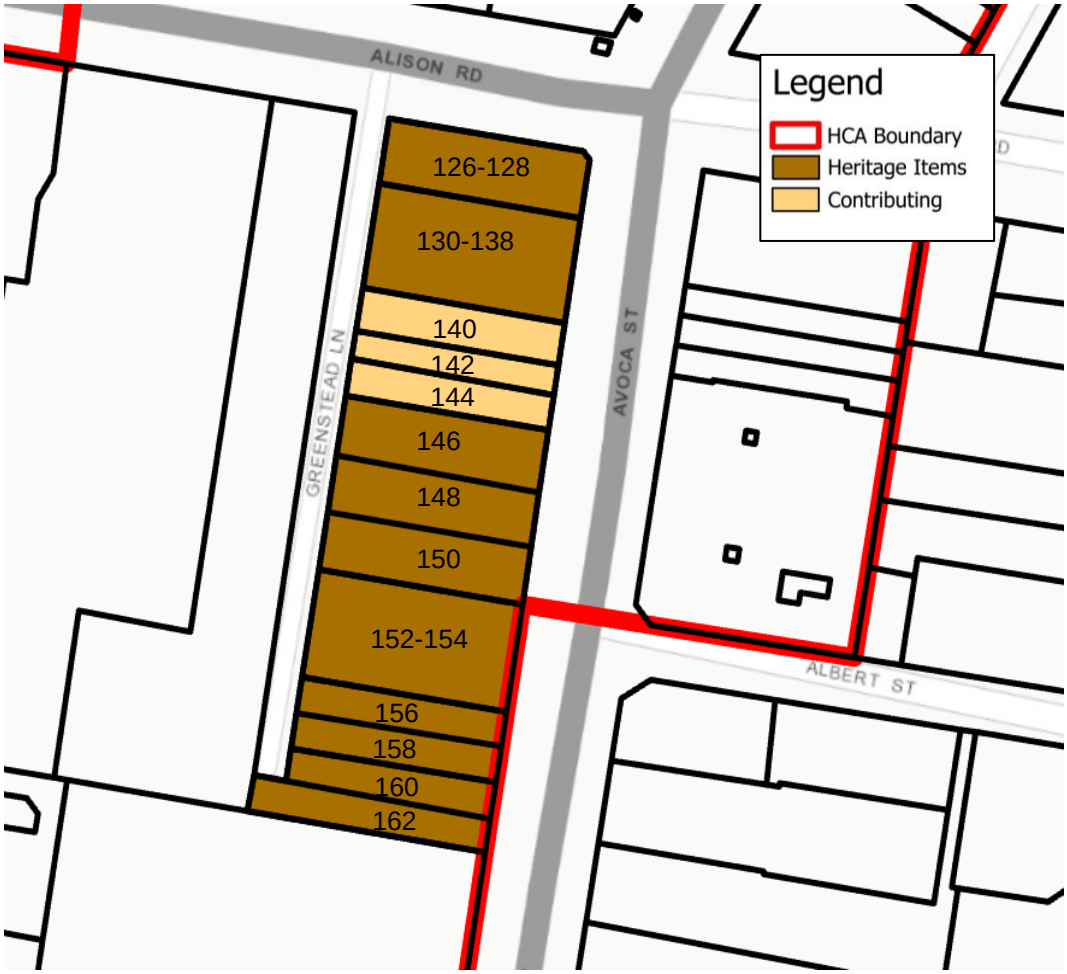


Figure 24: Detail of Block 09 showing contributions (Source: City Plan Heritage)

Address	Grading	Brief Description	Modifications since 1994[23]	Image
162 Avoca Street	Heritage item *Group listing I283*	Glastonbury	Carport to rear of property (Greenwood Lane), approved 1998.	
160 Avoca Street	Heritage item *Group listing I283*	Somerset	Alterations and reconstruction of ground and first floor balustrade and lacework on front facade of existing terrace (2003)	
158 Avoca Street	Heritage item *Group listing I282*	Terraced Pair	Repair and reconstruction of the building facade to the existing terrace house (2009)	
156 Avoca Street	Heritage item *Group listing I282*	Terraced Pair	Repair and reconstruction of the building facade to the existing terrace house	
152-154 Avoca Street	Heritage item I281	Terraced Pair	2011: Restoration and refurbishment of two attached terraces to provide 6 x 1-bedroom apartments; demolition of the existing rear block to the terraces; construction of a new 3-storey rear extension comprising 3 x 1-bedroom apartments and 1 x 2-bedroom apartment; provision of 2 levels of basement parking for 12 vehicles; landscaping and associated works	
150 Avoca Street	Heritage item *Group listing I279*	Clovelly, Ilfracombe and Torquay Italianate Houses	Additions to rear of existing building to utilise use of building as a rehabilitation facility. (1997)	

[23] Date of Previous Study

Address	Grading	Brief Description	Modifications since 1994[23]	Image
148 Avoca Street	Heritage item *Group listing I279*	Clovelly, Ilfracombe and Torquay Italianate Houses	Approval granted to remove 2 Ficus trees causing structural damage. (2010)	
146 Avoca Street	Heritage item *Group listing I279*	Clovelly, Ilfracombe and Torquay Italianate Houses	None.	
144 Avoca Street	Contributing Item	Commercial/restaurant with residential level above.	Alterations and Additions in 2002. No significant fabric appears to be impacted.	
142 Avoca Street	Contributing Item	Commercial/restaurant with residential level above.	None. Restaurant fitouts only.	
140 Avoca Street	Contributing Item	Purple colour scheme detracting	None. Restaurant fitouts only. Purple colour scheme appears to have been part of most recent fitout.	
130-138 Avoca Street	Heritage Item I277	Commercial Building	Minor works only.	
126-128 Avoca Street	Heritage Item I276	Late Victorian Commercial Building. Shop with two residential levels above.	None.	

6.4.10 Block 10

Block 10 is the smallest block within the Randwick Junction HCA, marking its northwest boundary. The Block has only three buildings - a Heritage item of Edwardian period stone building with high intactness, a Contributing Inter-War commercial shopfront and a Detracting c.1970s commercial building with large horizontal bands of first floor base and parapet with uncharacteristic ground floor window fenestration. The transition from the Randwick Junction commercial precinct in to residential precinct is evident from the changes in the dense street trees along the adjoining The Avenue streetscape.

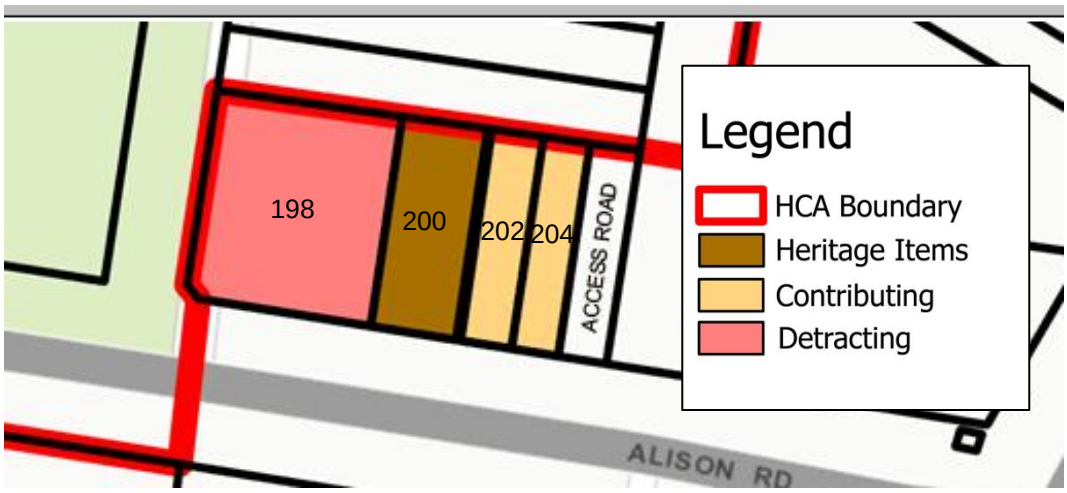


Figure 25: Detail of Block 10 showing contributions (Source: City Plan Heritage)

Address	Grading	Brief Description	Modifications since 1994[24]	Image
202-204 Alison Road	Contributing Item	1920s single storey shopfront	New paint schemes associated with new tenancies. No significant structural changes.	
200 Alison Road	Heritage item I260	Edwardian Stone commercial building	Improved streetscape presentation, signs coordinated, awnings and details painted in a more appropriate colour scheme.	
198 Alison Road	Detracting	1960s.1970s commercial two storey building. Now Randwick Police Station	Formerly Westpac Bank. Painted in unsympathetic blue/white colour scheme. Changes to windows.	

[24] Date of Previous Study

6.4.11 Block 11

Block 11 also marks the northern boundary of the Randwick Junction HCA fronting both Alison Road and Avoca Street. It features two Heritage Items, one of which is the first Post office in Randwick, and a number of Contributing buildings dating from Federation and Inter-War periods. While the shopping strip street-edge character continues along Avoca Street frontage, the Alison Road frontage resembles stand-alone buildings in transition to the non-commercial development along the northern side of the Road. A detracting building at 120 Avoca Street features a high and disproportional parapet within the well-articulated and architecturally pleasing buildings of the Block.

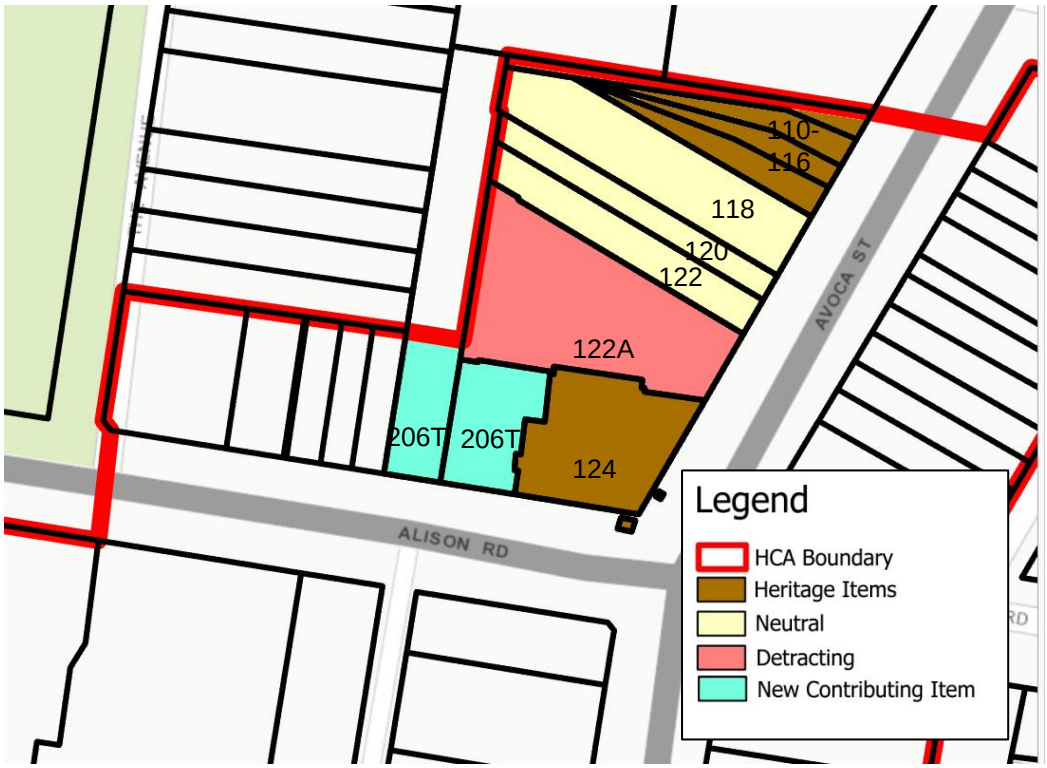


Figure 26: Detail of Block 11 showing contributions (Source: City Plan Heritage)

Address	Grading	Brief Description	Modifications since 1994[25]	Image
206T Alison Road	New Contributing Item	1920s commercial building.	Internal refurbishment associated with tenancies. No changes to facade.	
206 Alison Road (See also 124 Avoca)	New Contributing Item	Modified sandstone three storey building- possibly Edwardian construction. Shopfront with two residential storeys above.	Modifications to windows and doors at street level. Contemporary interiors.	
124 Avoca Street	Heritage Item I274 Jubilee	Former post office (includes fountain)	Conversion from post office.	
122A Avoca Street	Detracting	3 storey building - Telephone exchange	None (possibly recorded as a different site)	
122 Avoca Street	Neutral	1930s shop with one residential level above. Low architectural quality and not a good example of the period.	Minor works only.	
120 Avoca Street	Neutral	1930s shop with one residential level above. Low architectural quality and not a good example of the period. The sandstone capped piers, however, are considered a contributing element.	Minor works only.	

[25] Date of Previous Study

Address	Grading	Brief Description	Modifications since 1994[25]	Image
118 Avoca Street	Neutral	Two storey commercial building. Construction period unclear. Pre 1970s. Scale of building consistent with surrounding development. Poor condition and would benefit from refurbishment works.	None.	
110-116 Avoca Street	Heritage item I272	Hetta Building, commercial/residential building	2004 DA for redevelopment including retention of the Hetta Building approved by Land & Environment Court.	

6.4.12 Block 12

Block 12 is bounded by Avoca, Rae and Lingard Streets, and Alison Road. This is the only block entirely comprised of Heritage Items. 115-137 is a single Heritage Item consisting of a cohesive group of Victorian and Inter-War shops with residences above, and a warehouse located at the northern end of the group. The streetscape presents a traditional shopping strip with continuing awning with highly decorated and articulated facade fenestrations for each group of shops. This Block marks the northeast boundary of the Randwick Junction HCA and contributes significantly to its primary heritage significance.

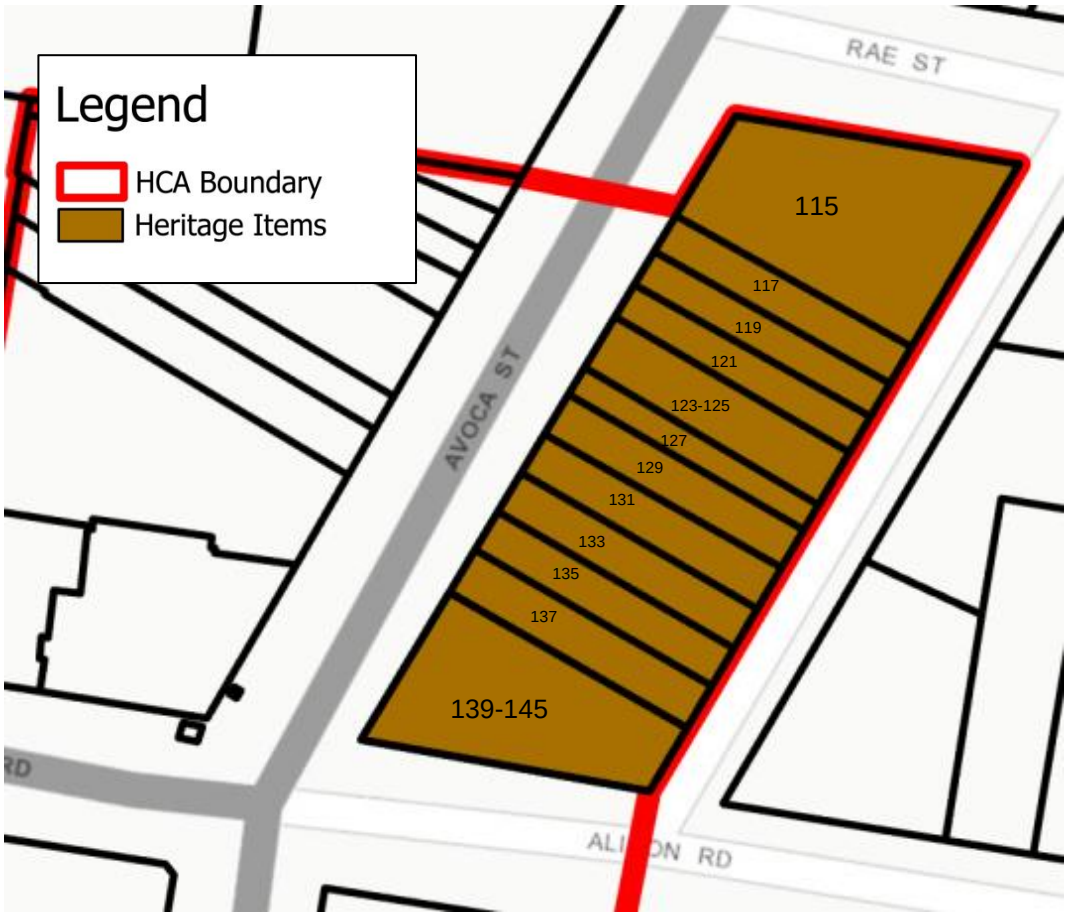
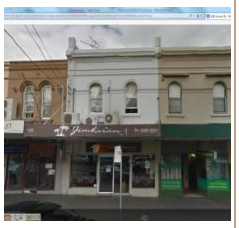


Figure 27: Detail of Block 12 showing contributions (Source: City Plan Heritage)

Address	Grading	Brief Description	Modifications since 1994[26]	Image
139-145 Avoca Street	Heritage Item I278	Part of Victorian and inter-war building	Minor works only. Refurbishment of individual residential units.	
137 Avoca Street	Heritage item *Group listing I273*	Victorian and inter-war building (shopfronts with residences above)	Works associated with restaurant fit outs.	
135 Avoca Street	Heritage item *Group listing I273*	Victorian and inter-war building (shopfronts with residences above)	Works associated with restaurant fit outs.	
133 Avoca Street	Heritage item *Group listing I273*	Victorian and inter-war building (shopfronts with residences above)	Works associated with restaurant fit outs.	
131 Avoca Street	Heritage item *Group listing I273*	Victorian and inter-war building (shopfronts with residences above)	Works associated with restaurant fit outs.	
129 Avoca Street	Heritage item *Group listing I273*	Victorian and inter-war building (shopfronts with residences above)	Works associated with restaurant fit outs	
127 Avoca Street	Heritage item *Group listing I273*	Victorian and inter-war building (shopfronts with residences above)	Works associated with restaurant fit outs. Improved colour scheme	
123-125 Avoca Street	Heritage item *Group listing I273*	Victorian and inter-war building (shopfronts with residences above)	Works associated with restaurant fit outs including unsympathetic colour schemes	
121 Avoca Street	Heritage item *Group listing I273*	Victorian and inter-war building (shopfronts with residences above)	Works associated with restaurant fit outs including unsympathetic colour schemes	

[26] Date of Previous Study

Address	Grading	Brief Description	Modifications since 1994[26]	Image
119 Avoca Street	Heritage item *Group listing I273*	Victorian and inter-war building (shopfronts with residences above)	Works associated with restaurant fit outs including unsympathetic colour schemes	
117 Avoca Street	Heritage item *Group listing I273*	Victorian and inter-war building (shopfronts with residences above)	Works associated with restaurant fit outs including unsympathetic colour schemes	
115 Avoca Street	Heritage Item *Group listing I273*	Warehouse. Intrusive signage.	Signage, conversion to gym.	

6.4.13 Block 13

This Block is also located at the northeast end of the Randwick Junction HCA at the southeast corner of the Alison Road and Avoca Street intersection. It is characterised by the commercial and residential buildings of two to three-storey high building and features the important Coach & Horses Hotel. Although it is at the edge of the Randwick Junction HCA this block is in reality is in the heart of the Randwick Junction providing evidence of the earliest development pattern and activities in the Randwick City.

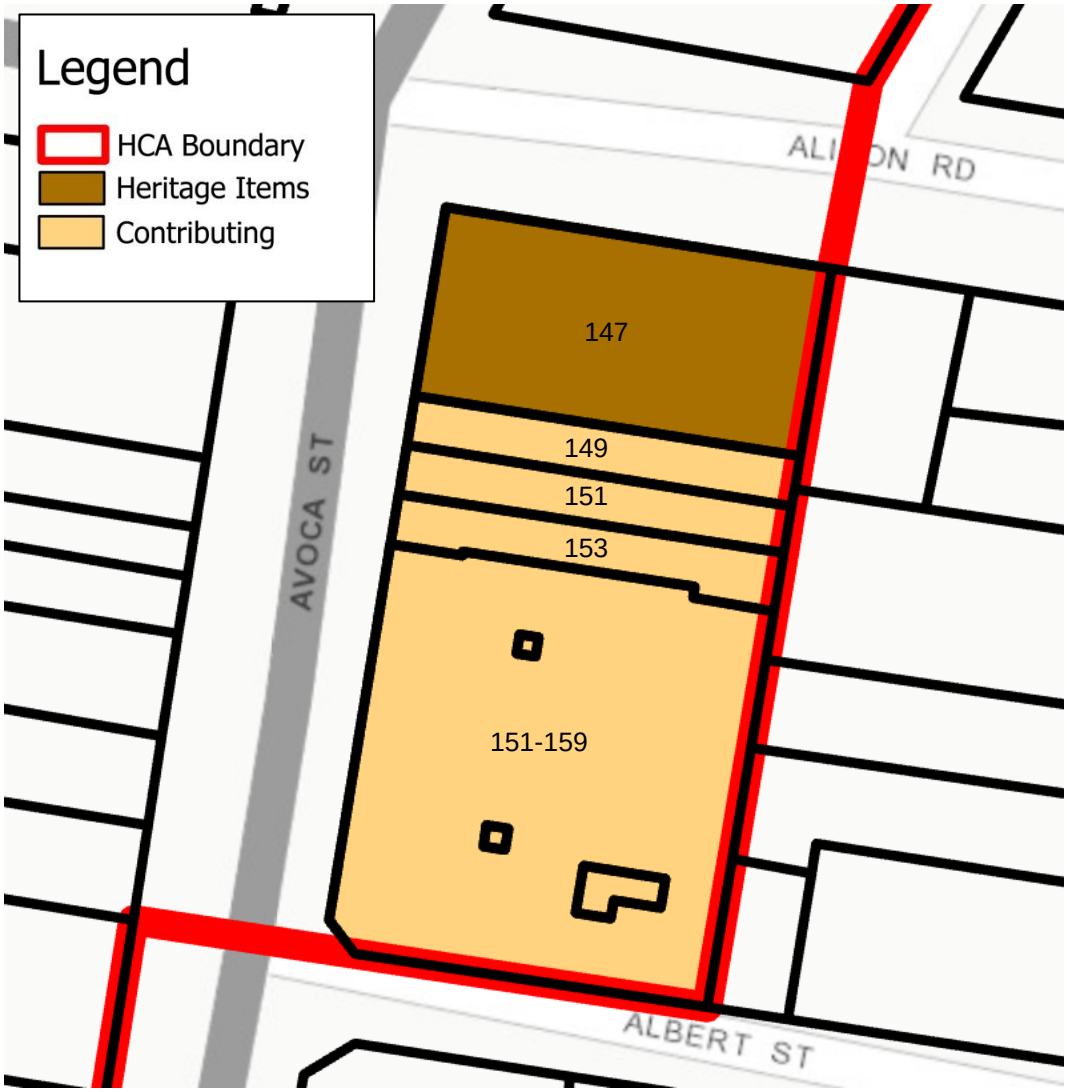


Figure 28: Detail of Block 12 showing contributions (Source: City Plan Heritage)

Address	Grading	Brief Description	Modifications since 1994[27]	Image
155-159 Avoca Street	Neutral	Sympathetic 3 storey commercial/residential building	Built 2005.	
153 Avoca Street	Contributing Item	Dukes Lounge	None, minor works only	
151 Avoca Street	Contributing Item	Java Restaurant	None, minor works only	
149 Avoca Street	Contributing Item	Comino Pharmacy	None, minor works only	
147 Avoca Street	Heritage Item I280	Coach & Horses Hotel	Refurbishment of hotel.	

[27] Date of Previous Study

7. Established Statement of Significance

7.1 Overview

The current Statement of Significance for the Randwick Junction HCA states the following:

> *A largely intact traditional commercial centre with many good examples of buildings from the Victorian, Federation and Inter-war period.*
>
> *The Randwick Junction Heritage Conservation Area is centred on the Randwick Junction commercial centre. It is generally bounded by Belmore Road, Alison Road and Avoca Street, Randwick.*
>
> *The Randwick Junction Conservation Area is the only conservation area within the City of Randwick that is focused on a commercial centre. It retains a coherent streetscape character of nineteenth and early twentieth century buildings. Within the conservation area there are two distinct groupings of commercial buildings. These are Belmore Road and the "Coach and Horses" grouping (centred on the intersection of Alison Road and Avoca Street).*[28]

7.2 Aesthetic Significance

The previous study notes that:

> *The conservation area is a good and generally intact example of a traditional commercial "strip" (linear) style centre. Buildings are typically two or three storeys and are generally built to the street alignment, for the full width of the allotment. The urban spaces formed by the buildings impart a strong linear character, particularly along Belmore Road. There are many good examples of building from the Victorian, Federation and Inter-War periods.*
>
> *In the Coach and Horses grouping the Victorian Italianate style is dominant, interspersed with other later styles such as Federation Freestyle. There are significant groups of these buildings on the south-west corner of Avoca Street and Alison Road, as well as on the east side of Avoca Street, north of Alison Road. There are excellent examples of Victorian Italianate commercial and residential buildings on Alison Road, between Avoca Street and Belmore Road as well as three outstanding Victorian Italianate residences on Avoca Street, adjacent to Marcellin College.*
>
> *The single most striking building within the conservation area is the former Star and Garter Inn, at the corner of Avoca Street and Belmore Road, notable for its distinctive castellated sandstone tower and the adjacent statue of Captain James Cook. The pairing of the Coach and Horses Hotel and the former Post Office, located on diagonally opposite corners of the intersection of Alison Road and Avoca Street is also prominent.* [29]

7.3 Historic Significance

The previous study provides the following assessment of Historic Significance:

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

[28] Randwick City Council, Inventory form for the Randwick Junction Heritage Conservation Area
[29] Ibid.

Randwick and other parts of Sydney since the establishment of the suburb. The first Randwick-Sydney horse omnibus and the first mail service were established on the site of the Coach and Horses Hotel in 1859, reflecting a strong relationship between Randwick Junction and early transport and communications in the district.

Many of the important sites in the early development of the commercial area were at the street intersections. The former Star and Garter Inn (circa 1859) was one of the earliest hotels in Randwick. No.119 Belmore Road, at the corner of Short Street, was the site of the post office from 1878 to 1897.

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

The foundation stone for Randwick Post Office 1897, is on the northwest corner of Alison Road and Avoca Street. This building provides historical evidence of the importance of the conservation area as a centre of communication and reflects the connection to government and institutions within Randwick.[30]

7.4 Social Significance

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

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

7.5 Themes Represented

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

- Industry and commerce
- Promotion of culture, religion and education
- Recreation, entertainment and leisure
- Transport and communications
- The following themes are indirectly represented:

[30] Ibid.

- Speculation and promotion
- Government and institutions
- Suburbanisation

7.6 Conclusions regarding Established Significance

The previous assessments of the study area remain consistent with the existing conditions of the Randwick Junction HCA. The existing Statement of Significance in terms of its evaluation of aesthetic, historical and social values of the Randwick Junction HCA is still considered valid and appropriate. It is noted that some portions of the study area, for example at Block 01, include a number of detracting elements. However, it is considered that these should remain within the current boundary of the Randwick Junction HCA as the surrounding development remains of high significance. Future works should consider opportunities to reducing their adverse impact. Controls for managing these detracting areas are discussed in Section 7.

However, the overall Statement of Significance could be improved by incorporating more detailed information on the significant aspects and key characteristics of the Area in order to provide a single statement for the Randwick Junction HCA. The brief character statement and description of each block within the area gives basis on the aspects that make the respective block a contributing element and adding to the key significance of the Randwick Junction HCA - a primary historical commercial precinct consisting of distinctive and intact earliest buildings and subsequent development spaning from Victorian to Inter-War within the Randwick City.

The Randwick Junction HCA maintains its cohesive two to three storey traditional form, and is typical in shape, size and form of a period shopping strip. It is characterised by highly decorative and architecturally pleasing buildings despite unsympathetic changes to some buildings and the impact of two large contemporary shopping centres.

The precinct requires adequate conservation guidelines and planning controls to maintain the key characteristics which make the Randwick Junction HCA a very special and unique Area.

8. Specific Matters - Rezoning Proposals

8.1 68 Arthur Street, Randwick

A request to have the property rezoned from residential to commercial was lodged on 31 October 2011. This was lodged in response to the exhibition of the Draft Randwick Local Environmental Plan 2011 (DLEP). This area remains zoned as R3 under the LEP 2012.

The property has been used as commercial premises since the late 1970s, when a dental surgery commenced operations in the site (DA 163/1976) though it was also used as a residence (DA 13/1979). Given this longstanding commercial (medical) use, rezoning of this area to commercial uses would not, in itself, be considered to have any physical impact as it would have no impact on its current use.

However, given the adjacent property (66 Arthur Street) remains in residential use and the site is also located in close proximity to other residential apartment complexes, it is considered appropriate to retain the current zoning of this area. Rezoning would impede on any future use of 68 as a residential dwelling, which would be preferable in the context of the building's original history and the Randwick Junction HCA.

As such, it is recommended that the current zoning remain in place in order to facilitate the potential conversion of the property back to a residential property. This will ensure the integrity of the site is maintained as well as its contribution to the Randwick Junction HCA with the adjacent 66 Arthur Street.

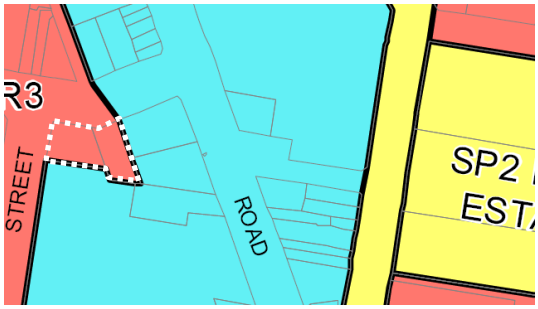


Figure 29: Randwick LEP Zoning Map. 66 and 68 Arthur Street are shown in the white hashed area.

Figure 30: 68 Arthur Street.

8.2 70 Arthur Street (112-118 Belmore Road)

In June 2014, a development application was lodged seeking to exceed the LEP Floor Space Ratio (2:1) and Height Standards (12m).

Additional storeys to a Heritage Item can be acceptable. While this site is not listed as a Heritage Item, it is assessed as being a Contributing Item.

Although it is typical of Art Deco commercial/residential architecture, the existing three-level mass is already bulky within the Randwick Junction HCA and streetscape of both Belmore Road and Arthur Street. Given the prominent corner frontage, the proposed additional level, regardless being setback, will be out of scale for this intersection and commercial strip.

Therefore any rezoning proposals to facilitate the additional level are not considered appropriate from a heritage perspective.

Figure 31: Randwick LEP extract showing current maximum building height (12m)

Figure 32: Proposed additional height at 70 Arthur Street (Source: Tribe Studio)

9. Recommended planning controls

9.1 Existing guidelines

A number of the measures are already addressed through the Randwick's existing planning controls for heritage and the Inventories contained in the Appendices of this report.

Changes to Heritage Items and in conservation areas are guided by the heritage provisions contained in the City's two main plans known as *the Randwick Local Environmental Plan* (LEP) 2012 and the *Randwick Comprehensive Development Control Plan* (DCP) 2013. The controls in these plans seek to ensure "to protect and enhance the heritage values of the commercial centre" and "to encourage and facilitate well designed and appropriate development within Randwick junction commercial centre, with new development or alterations to existing buildings designed to be compatible with and enhance the heritage streetscape".

Standard best practice controls are currently contained in these plans for managing the development of heritage places, including the need for Council's development consent for major changes, the requirement for statements of heritage impact to accompany development applications, and the Council's obligations to assess the impact of developments on the heritage significance of listed places.

Planning controls specific to Randwick Junction HCA are contained in *Part D3 - Randwick Junction Centre* of the Randwick DCP 2013. This part of the DCP provides the Statement of Significance outlining the key heritage aspects of the HCA supported by explanatory information on the urban form and architectural style of the area's building stock. These followed by controls for site planning, building envelope, building design (incorporating shopfronts, awnings, upper level facades, materials and colours, and outdoor advertising) and car parking and access.

9.2 Recommended Updates to Planning Controls

While a detailed streetscape/built form review is beyond the scope of this study, this review has indicated there is some room for improvement in the current Planning Controls. The controls in the Comprehensive DCP 2013 for Randwick Junction Centre could be better clarified and tailored to suit the specific nature of the mixed commercial and residential historic buildings in particular given consideration to the development pressure for adaptive reuse as health establishments and increases in residential accommodation. Visual and graphic representation of the appropriate alterations and additions, and guidelines for adaptive reuse is required to ensure no adverse impact occurs to the significant and unique qualities of the Randwick Junction HCA's streetscapes. Infill guidelines tailored to the Randwick Junction HCA are also required to be included in Part D3 of the DCP 2013.

The following updates or additional controls to the DCP for the Randwick Junction HCA are therefore suggested in order to preserve, and in some cases to reinstate the integrity of the Randwick Junction HCA in future development applications and provide an improved and cohesive streetscape.

9.2.1 Significant features

Significant features of these buildings to maintain and conserve, in addition to those already identified in the DCP, include:

- External form
- Original facade architectural detailing, parapet proportions and embellishments
- Fenestration , external joinery and traditional shopfronts
- Original wall finishes including face brickwork with some stone buildings and detailing, where appropriate rendered and painted finish for Victorian terraces
- Intact awnings and human scale of the developments

9.2.2 Colour Schemes

- A streetscape colour schemes study should be undertaken to establish a consistent and appropriate colours schemes throughout the Randwick Junction HCA in line with the respective buildings' and building groups' historical period and architectural styles.
- Where opportunity arises and where practicable Council should encourage for the removal of inappropriate paints and colour schemes to reinstate the architectural quality and consistency between the building groups.

9.2.3 Above awning facades

- Where only partial building elements remain intact such as above awning facades, opportunities should be taken to reinforce the building's setting and encourage reinstatement of missing façade components including joinery, fenestration, and shopfront detailing.
- Do not demolish remnant facades or other partial building remains.
- Establish policies for the protection and ongoing conservation of partial building remains.

9.2.4 Recording and Interpretation

Prior to major demolition, archival photographic recording should be prepared for Contributing Items and not only confined to the Heritage Items. This way a historical record of the changes can be kept in Council's archives for future reference.

9.2.5 Sandstone Kerbs and Gutters

A number of sandstone kerbs and gutters observed during the survey of the Randwick Junction HCA. A survey and inventory of the existing remnant sandstone kerbing and guttering should be undertaken together with appropriate conservation measures for their protection and maintenance as part of the Council's ongoing maintenance program.

9.2.6 Awnings

The existing controls for the awnings (10.2 of Part D3 of the DCP 2013) do not include retention and protection of original or early awnings rather they are more generic controls. The Council should adopt a standard awning type that would suit most of the shopping strips within the Randwick Junction HCA to maintain the traditional comfortable and protected shopping experience for the community. This standard design should also incorporate appropriate colour schemes for the area in line with the colour schemes for the facades noted above.

9.2.7 Signage

The Randwick Junction HCA features a variety of signs and advertising panels/media that clutter the streetscapes due to inconsistent approach and design. Visually intrusive services and air conditioning units add to the visual clutter.

A signage strategy should be prepared for the Randwick Junction HCA as part of the streetscape study noted above.

9.2.8 Detracting Buildings

It is essential that the streetscape contribution of detracting buildings be improved.

Block 01 is specifically identified as needing improvement in the context of the Randwick Junction HCA. The scale of development in this area (particularly 66-68 High Street) means that the detracting nature is irreversible in its current form. The following provisions should

be noted in the event that any significant DA (including but not limited to complete demolition) to improving the contribution of detracting buildings to the area or streetscape:

> *(1) Development on sites containing detracting buildings is to improve the contextual design and visual impact of the site within the heritage conservation area or heritage streetscape.*
>
> *(2) Alterations and additions to detracting buildings are to:*
>
> *(a) remove inappropriate elements or features that are intrusive to the heritage significance of the heritage conservation area or heritage streetscape; and*
>
> *(b) respect the prevailing character of the area and street in terms of bulk, form, scale and height.*

10. Conclusion and Key recommendations

As a result of the comprehensive survey and assessment, three new potential Heritage Items have been recommended for listing in Schedule 5 of the Randwick LEP 2012, with no changes to the existing Heritage Conservation Area boundaries or existing Heritage Items are recommended.

The following are the key recommendations with a more information provided in Section 9.2 of this report:

1. *The listing curtilage of Heritage Item No. I295 should be amended*

   The entire allotment at 60 Belmore Road (SP7779), including the address known as 25 Waratah Avenue, should be included in the curtilage of Heritage Item No. I295.

2. *Location of significant stone kerbs and gutters should be noted*

   Significant stone kerbs and gutters are evident at Bell Lane. These are considered contributory elements. The kerbs and gutters should be retained and conserved and appropriate policies incorporated into the DCP.

3. *A co-ordinated colour scheme should be implemented*

   Randwick City Council currently has excellent guidelines regarding colour schemes in place for the Randwick Conservation Area (Annexed at Appendix 3). It is noted that 'original colour schemes' are referenced *Randwick Comprehensive Development Control Plan* (DCP) 2013, however more specific guidelines should be established in the form of Streetscape Study similar to that of Newtown King Street and Enmore Road Paint Scheme by City of Sydney. This will enhance the consistency and enforce a good heritage practice within the Randwick Junction HCA. Existing and future guidelines should be retained and enforced as conditions of consent for any future Development Applications, particularly in the case for the following properties:

   - 153-155 Alison Road, Randwick
   - 104 Belmore Road, Randwick
   - 131 Belmore Road, Randwick
   - 133 Belmore Road, Randwick
   - 11-15 Belmore Road, Randwick
   - 140 Avoca Street, Randwick
   - 117 Avoca Street, Randwick

4. Awning guidelines are currently contained in Part D3 of the DCP (Randwick Junction Centre). However, they do not include guidelines or controls for original awnings. It would be beneficial for these guidelines and the additional awning guidelines

identified in Section 9.2.6 of the DCP. They should be incorporated into Part B2 to reinforce retention, maintenance and reinstatement of traditional and original awnings where documentary and physical evidence exist.

5. *A co-ordinated signage strategy should be incorporated into the DCP.*

   A signage strategy for the Randwick Junction HCA should be prepared to prevent further visual cluttering and physical damage to the significant facades of the buildings. Controls for signage are not clearly defined either in Part B2 or Part 2 of the DCP. The guidelines outlined in Section 9.2.7 should be included in Part B2 and/or Part 2 of the DCP until a comprehensive signage strategy implemented as part of the planning controls.

6. Rezoning of any areas within the Randwick Junction HCA is not recommended in order to maintain the integrity of existing uses and, in the case of 68 High Street, potentially reinstate former residential use. No increase to height controls is considered appropriate.

7. It is recommended that a policy/control be included in the DCP (Part D3) for rectification of intrusive changes to the facades of contributing buildings within the Area. This could be encouraged as part of Development Applications where opportunity arises.

8. *New Heritage Items*

   The following new heritage items should be listed under Schedule 5 of the LEP:

   - 1 Belmore Road, Randwick
   - 167-171 Alison Road, Randwick; and
   - 179-181 Alison Road, Randwick

9. *New Contributing Items*

   The following new contributing items should be noted on the DCP

   - 68 Clara Street, Randwick
   - 66 Clara Street, Randwick
   - 55-58 Clara Street, Randwick
   - 60 Clara Street, Randwick
   - 62 Clara Street , Randwick
   - 159-157 Alison Road, Randwick
   - 157 Alison Road, Randwick
   - 153-155 Alison Road, Randwick
   - 11 Silver Street, Randwick
   - 2-6T Alison Road, Randwick

In conclusion, it is considered that existing boundaries of the Randwick Junction HCA are appropriate. The existing planning controls are generally acceptable, but should be consistently enforced as conditions of consent for future Development Applications, particularly in relation to paint schemes and awnings.

Appendix 1 - Updated SHI Forms for Existing Heritage Items

Appendix 2 - SHI Forms for Recommended Heritage Items

Appendix 3 - Conservation Area Colour Schemes

Appendix 4 - Comparative Spreadsheet for the HCA

Appendix 5 - Photographic Survey

Appendix 6 - Map of the Randwick Junction HCA