E5 - 194-214 Oxford Street, 2 Nelson Street and Osmund Lane, Bondi Junction

The following objectives and controls apply to 194-214 Oxford Street, 2 Nelson Street and Osmund Lane, Bondi Junction described as Lots 10, 11, 12 and 13 DP 260116, Lot 16 DP 68010, Lot 1 DP 79947, Lot 1 DP 708295 and SP 34942 (refer to Figure 1).

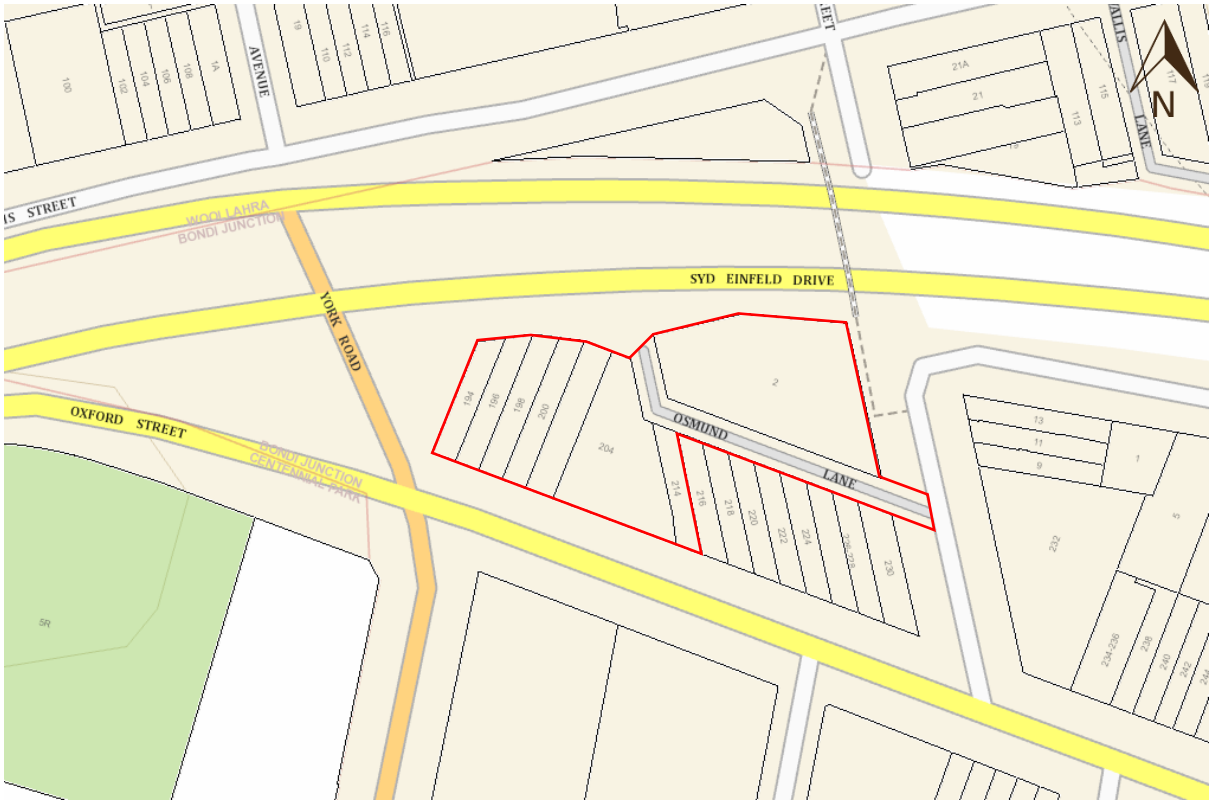

Figure 1 – Subject sites outlined in red

This Section should be read in conjunction with the following Parts of the DCP:

- Part A Preliminary Information;
- Part B General Provisions;
- Part C2 Multi Unit and Dwelling Housing;
- Part D Commercial Development;
- Part E1 Bondi Junction; and
- Part F Development Specific.

Where there are discrepancies between the above controls and others within this DCP the following controls take precedence.

Built Form

Objectives

(a) To provide high quality built form that addresses the corner of Syd Einfeld Drive, York Street and Oxford Street, Bondi Junction.
(b) To establish building envelopes that are compatible with the existing character of Oxford Street and Osmund Lane.
(c) To create high quality urban spaces that retain a human scale and minimise overshadowing on Centennial Park and surrounding low scale residential areas.
(d) To ensure buildings are environmentally innovative particularly with regard to water and energy conservation.
(e) To ensure development responds respectfully to neighbouring heritage buildings, landscape and conservation areas.

Controls

(a) A three storey podium is to be provided fronting Oxford Street (see Figure 2).
(b) Architectural form is to be articulated to strongly address the corner of Oxford Street, York Street and Syd Einfeld Drive.
(c) The articulation of the podium level is to reflect a terrace-like subdivision pattern and established architectural rhythm of Oxford Street, akin to 194-202 Oxford Street.
(d) Any development must adopt narrow tower forms with small floor plates.
(e) The tower location must minimize overshadowing of the surrounding residential areas, the southern footpath of Oxford Street and Centennial Park.

Design Excellence

Objectives

(a) To facilitate high quality architecture and urban design that addresses the corner of Oxford Street, York Street and Syd Einfeld Drive, Bondi Junction.

Controls

(a) A design competition must be carried out in accordance with the 'Draft Waverley Design Excellence and Competitive Design Policy' *(to be prepared).*

Public Domain

Objectives

(a) To provide a high quality and safe public domain with high pedestrian amenity and a strong sense of place.
(b) To facilitate pedestrian movement and priority throughout the entire site.
(c) To encourage high quality landscape design and deep soil landscaping.
(d) To provide public art in prominent and publicly accessible locations.

Controls

(a) A public plaza is to be provided which fronts Nelson Street and incorporates the heritage listed Norfolk Island pine tree.
(b) Buildings adjoining the public plaza must allow a minimum of 3 hours solar access to a minimum

of 50% of its area on 21 June.

(c) The area within the drip line of the heritage listed Norfolk Island pine tree must incorporate permeable materials.

(d) A through-site link is to be provided between Oxford Street and Osmund Lane uncovered by any structure (except for the building awning) and must be publicly accessible at all times of the day (see Figure 2).

(e) Active frontages are to be provided at street level (see Figure 2).

(f) Deep soil planting is to be provided on the northern side of the site compliant with Part E1.

(g) Awnings and footpaths are to be provided on all active frontages.

(h) Multi-function pole lighting, paving, street furniture and water sensitive urban design, are to be provided as required in the 'Waverley Public Domain Technical Manual', this includes undergrounding of overhead electricity infrastructure where it exists.

(i) Under awning lighting is to be provided to achieve appropriate luminance levels for pedestrians (refer to relevant Australian Standards). Lighting should be recessed into the soffit of the awning.

Transport

Objectives

(a) To create a hierarchy of transport within the site which prioritises pedestrians and cyclists.

(b) To minimise the impacts of vehicles on pedestrian amenity and public spaces.

(c) To provide a best practice end of trip facility for active transport in Bondi Junction.

(d) To encourage a safe and practical space for all transport modes.

(e) To provide a delineation between loading, visitor, car share and garbage collection facilities and long-term residential parking.

(f) To accommodate hybrid electric vehicles by ensuring that adequate charging points for these vehicles are provided in off-street private car parking areas.

Controls

(a) Parking, loading and servicing facilities are to be located entirely underground. Loading facilities must be located within the building.

(b) End of trip facilities are to be provided with high level amenity (e.g. showers, change room facilities and innovative bike storage areas).

(c) Osmund Lane must be a shared zone with a 10km/hr speed limit.

(d) An additional 50% of the on-site non-residential bicycle parking provision must be provided at an accessible on-grade location on the public footpath and/or in the public plaza.

(e) Car parking rates are in accordance in Part B8 of the DCP.

(f) A minimum of 5 car share spaces are to be provided.

(g) The installation of an electric bicycle charging point on common property or public spaces is required. The charging point must include signage and a fixed bicycle rack or rail.

(h) The installation of two 'Level 2' AC fast charging EV charging point/s is required in the common parking areas. The circuit is to be suitably located to provide for convenient, shared access for residential and commercial users. The charging point should:

   i. Be equipped with 62196-2 Type 2 socket;
   ii. Provide up to 22kW or 32A three Phase charging per port;
   iii. Be installed on a dedicated circuit;
   iv. Allow for monitoring and individual billing payment through an OCPP compatible software back end; and
   v. Provide dedicated space for electric vehicles to park and charge.

(i) The installation of appropriate electrical infrastructure and capacity to allow at least 10% of Lot

Owners (**Eligible Lot Owner**) to charge an electric vehicle at any one time in their own car space. Such infrastructure should:

i. Allow for a minimum of 16A single phase charging per Eligible Lot Owner;
ii. Be easily accessible for any Lot Owner to run a dedicated circuit to their own car space for the purposes of EV charging;
iii. Be monitored by the Owners Corporation or a 3rd party on behalf of the Owners Corporation;
iv. Include capacity for a billing system to account for the amount of electricity used; and
v. Measure electricity used by using utility grade, NMI registered electricity meters.

The infrastructure described above can be connected to the building's "common power", and does not require the installation of EV charging points at the building's completion.

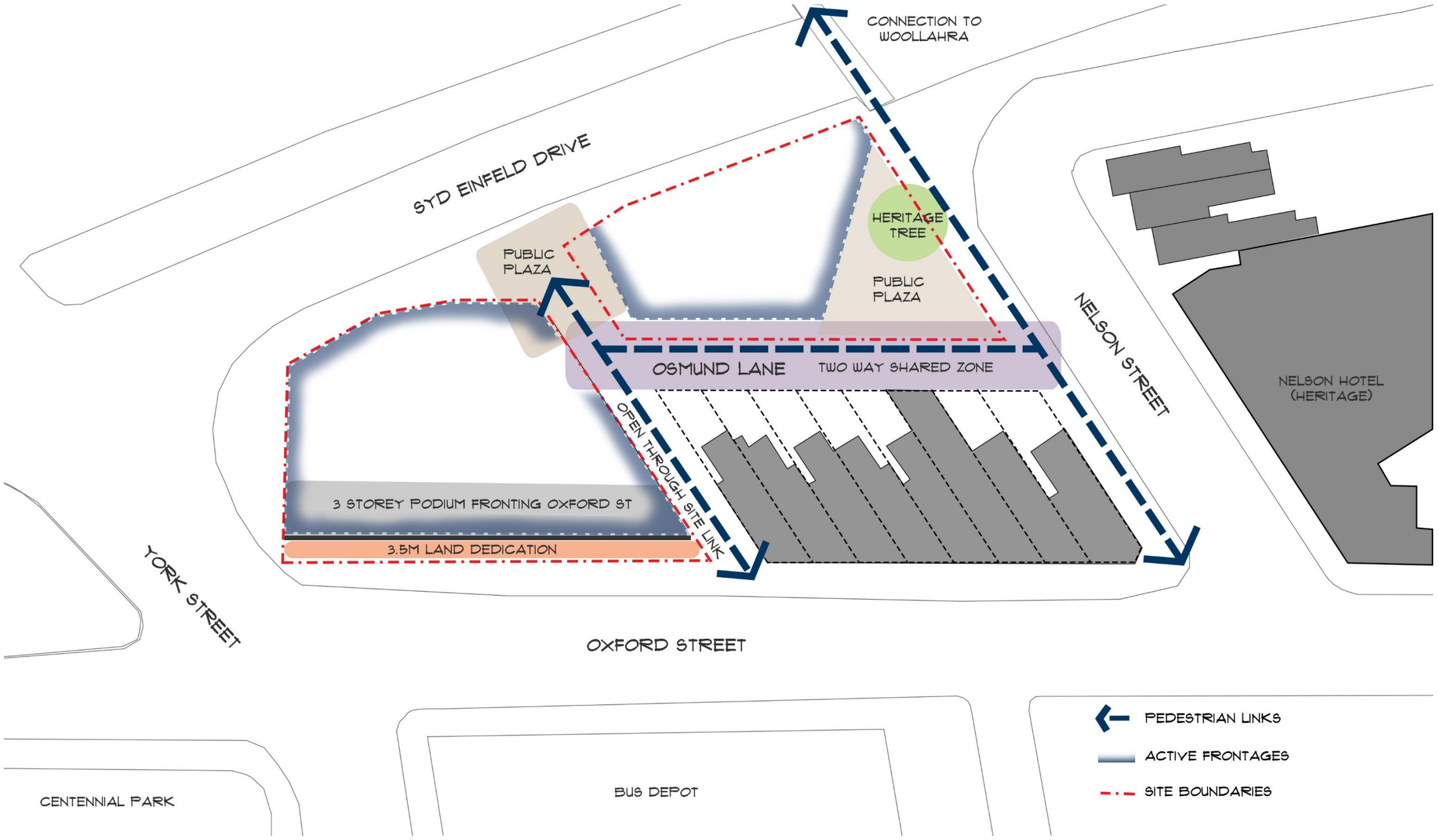

Figure 2 – Possible design outcomes for the subject sites