

- C2 Car parking should be incorporated within the building, behind the building alignment.
- C3 Consolidated parking areas should be provided below ground or screened from the street and concentrated under building footprints, to maximise the area for landscaped area.
- C4 Basement parking should be naturally lit and ventilated, where practical.

Note: Where the parking involves excavation, Council will normally require geotechnical and hydrological reports prepared in accordance with the Council’s ‘Guide for preparing Geotechnical and Hydrogeological Reports’ to demonstrate that there are no adverse geotechnical or hydrogeological impacts on any surrounding property and infrastructure as a consequence of the carrying out of development.

Retail component

- C5 Retail development is required to provide a minimum of 80% of the required parking as an off-site contribution with the balance of the spaces provided on-site as private parking. The provisions for the off-site contribution are detailed in the Woollahra Section 94 Contributions Plan.

Commercial component

- C6 Commercial development is required to provide a minimum of 80% of the required parking on-site as private parking with the balance of the required spaces provided as an off-site contribution.
- C7 The provisions for the off-site contribution are detailed in the Woollahra Section 94 Contributions Plan.

6.6.7.2 Vehicular access

Vehicular access frontage, as indicated on the control drawings, is the preferred location for vehicular access to private sites (see Sections 6.5.2-6.5.8).

The continuity of retail frontages contributes to the liveliness of the Rose Bay Centre and its village character. Vehicular crossings interrupt street activity, diminish the amenity of the place, and reduce the area for public on-street parking.

Objectives

- O1 Encourage discrete access to car parking and servicing.
- O2 Maximise retail frontage in nominated streets.
- O3 Maximise pedestrian safety and amenity by minimising conflict with vehicles.

Controls

- C1 In the Core vehicular access is only permitted via a rear lane, rear right of way, or side street.

- C2 In the Transition Areas vehicular access must be via a rear lane, rear right of way, or side street where such access is available.
- C3 Driveway widths should be minimised.
- C4 Allow up to one two-way driveway per development. Two single driveways may only be provided where the distance between crossings exceeds 30m.
- C5 Driveways to underground car parks should be designed with minimal visual impact on the street, and maximum pedestrian safety. Pedestrian access to the development should be separate and clearly defined. Garage doors should be set back. Access ways to underground car parking should not be located in direct proximity to doors or windows to habitable rooms.
- C6 Driveways and kerb crossings must be sited to have minimum impact on the root zone of existing street trees (refer to the Public Domain Improvements Plan and Streetscape Design Manual advice from Council's Technical Services Division).
- C7 Driveways must be located in alignment with the garage. They must occupy a minimum proportion of any front garden area.

FIGURE 34 Three dimensional controls – Highlighting the preferred vehicular access frontage

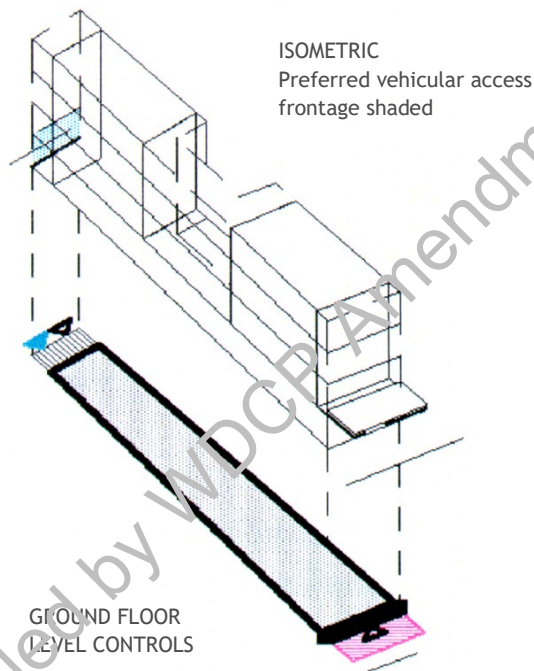


FIGURE 35 Vehicular access

Driveways and garages designed with minimal impact on the street.
Garages set back with pedestrian access separate and clearly defined.



D6.6.8 Geotechnology and hydrogeology

Council will normally require geotechnical and hydrogeological reports for development applications which include below ground structures.

Any proposed development with below ground structures must consider the sub-surface conditions and the effects of construction on adjacent properties. In addition, those which are likely to extend below the level of seasonal fluctuations in the groundwater table, must also consider the effect of any changes induced in the sub-surface water levels and the groundwater flow patterns on adjacent properties. Unless site specific information exists to the contrary, excavations deeper than 1m must be assumed to have this potential to intersect the groundwater level.

Council's principal objective is to ensure there are no adverse geotechnical and hydrogeological impacts on any surrounding property and infrastructure as a result of development, during and after construction. Typically, adverse geotechnical impacts may include vibration induced settlements from construction methods and equipment and inadequate support of adjacent land during and after construction. Typically adverse hydrogeological impacts may include settlement induced by changes in the groundwater level and seepage problems.

Objectives

Buildings must be designed and constructed with appropriate support and retention systems to ensure that:

- O1 There will be no ground settlement or movement, during and after construction, sufficient to cause an adverse impact on adjoining properties and infrastructure.

Objectives

- O1 Provide a conveniently located meeting place for the community, where Council and other public organisations can advertise available community services.
- O2 Provide accessible, safe and durable public conveniences which cater for the broad needs of the community.

Controls

Community facilities and public conveniences are encouraged by Council on the following basis:

- C1 The community facility should be located as identified in Figure 41 Area designated for the construction of a community facility.
- C2 The community facility must provide a community display area, public seating and public conveniences.
- C3 The minimum area of the community facility is 100m², including conveniences.
- C4 The community facility may incorporate a privately operated cafe.
- C5 The community facility should clearly address the public domain.
- C6 Public conveniences should be incorporated in building developments generally, and should cater for the needs of people with mobility disabilities such as the elderly, and the needs of parents with infants.
- C7 The provision of natural light and ventilation to public conveniences is highly desirable.