| **Section / Control** | **Assessment** | **Compliance?** |
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| **1.2**  **Notification and Advertising Requirements.** | | |
| Notification to be in accordance with the Camden Community Participation Plan (CCPP). | Notified in accordance with CCPP. |  |
| **2.18.2**  **Off Street Car Parking Rates/Requirements.** | | |
| Office Premise and Business Premises.   * 1 car parking space per 40m2 of GFA. * 1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces. * 1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces. | Parking rates as follows:   * Total combined GFA = 22,060m2 / 40 = 552 spaces required. Total spaces provided (excluding the large loading bay spaces): * Basement level 1 = 151 spaces. * Basement level 2 = 202 spaces. * Basement level 3 = 203 spaces.   Total = 556 spaces.   * 22 bicycle spaces required = 26 provided. * 11 motorcycle spaces required = 17 provided. | Yes. |
| **2.18.3**  **Car Parking Design Criteria.** | | |
| *Service vehicle provisions.*  (1) Council will assess the extent and size of service vehicle parking area to be provided having regard to the nature of a particular development and its likely servicing requirements. Where provision of separate off-street loading/unloading areas may prove difficult Council may consider requests from applicants to allow:   * Shared parking and loading areas, with limitations on the hours during which vehicular loading/unloading may take place; or * Creation of kerbside loading zones.   (2) Access by a garbage collection vehicle, where necessary, must be provided to development. | (1) Councils Waste Strategy team are satisfied with the proposed developments provision for service vehicles and their locations.  (2) The site will be accessed by a privately contracted waste vehicle from the adjoining eastern private road. The loading dock will service both Commercial Buildings 3 and 4. The private road will facilitate the turning movement of waste vehicle and service vehicles. | Yes. |
| Table 2-6: Service Vehicle Requirements:   * Offices - 1 car parking space per 4,000m2 GFA. * thereafter 1 car parking space per 8,000m2 GFA or part thereof (50% of spaces adequate for trucks) | Total GFA Commercial Building 3 = 11,046m2.  Total GFA Commercial Building 4 = 11,014m2    The proposed development requires:  1 space for the first 4,000m2 of GFA; and  2.2 spaces at the rate of 8,000m2 / the remaining GFA of 18,060m2 rounded up to 3 spaces, one of which must be capable of accommodate a truck.  The development has provided the following:   * 1 shared loading dock capable of supporting an 8.8m MRV. * 2 loading bays adjacent a goods service lift in basement 1 to service Commercial Building 3 capable of supporting an SRV. * 1 loading bay adjacent a goods service lift in basement 1 to service Commercial Building 4 capable of supporting an SRV.   The proposed development is considered to meet the relevant service vehicle requirements. | Yes. |
| *Disabled Parking Requirements/*  Design of off-street parking for people with a disability must comply with AS 2890.6 and the Commonwealth Disability Discrimination Act (1992). | The proposed development provides a total of six (6) disabled parking spaces (two spaces per basement level). Further, the application is accompanied with an Access Report which demonstrates off-street parking has been provided in accordance with AS 2890.6. Council’s Building Certification Department have reviewed the proposed development and raised no objection, subject to recommended conditions. | Yes. |
| *Parking for Motorcycles and Bicycles.*  The design of the bicycle spaces should be in accordance with AS2890.3. Alternative designs for bicycle racks will be considered. The design of motorcycle spaces (on and off street) must be in accordance with the on-street design requirements specified in AS2890.5. | Dimensions and details provided on the architectural plans demonstrate the proposed car park complies with AS2890.3 and AS2890.5. Council’s Engineering Certification Department have reviewed the proposed development and raise no objection, subject to recommended conditions. | Yes. |
| **2.18.3**  **Car parking design criteria.** | | |
| *Coaches and Car/Taxi Set-down.*  (1) Taxi, private vehicle and coach drop-off/set-down areas should be provided for larger developments in a convenient off-street location close to pedestrian entrances, with consideration given to the design of the front of the building, safely and interruption to traffic. | The proposed land use is considered unlikely to require a designated drop-off / pick up location. In this regard, the on-street car parking provided is anticipated to be sufficient. | Yes. |
| *Garbage vehicles.*  (1) Garbage storage and collection areas should be conveniently located and designed so as not to cause unacceptable on-street conflicts. | Garbage storage is located within basement level 1 which is then transported to the second garage storage area located internally next to the loading dock where it can be collected. The storage and collection area proposed is located to minimise on-street conflicts and is conveniently accessible. | Yes. |
| *Basement Car Parking.*  (1) Where basement car parking extends beyond the building envelope, a minimum soil depth of 1.0m is to be provided, measured from the top of the slab and will not be calculated as part of the deep soil zone. | The basement is predominately within the footprint of the two commercial buildings. The basement footprint does extend across the communal outdoor area between the two buildings however, sufficient soil depth is provided in this location to support the growth of groundcovers, shrubs and trees. | No. |