

Camden Development Control Plan 2019 (Camden DCP) Assessment Table

Section / Control	Assessment	Compliance
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 – 7,703m² - Total combined GFA = 7,703m² / 40 = 193 spaces required. - Total spaces provided (excluding the large loading bay spaces): - Basement level 1 = 28 spaces. - Basement level 2 = 66 spaces. - Basement level 3 = 99 spaces. - Total = 193 spaces. 7 bicycle spaces required = 18 provided. 3 motorcycle spaces required = 10 provided.	No.
2.18.3 Car Parking Design Criteria.		
<u>Service vehicle provisions.</u> (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) Council's 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 the commercial building. The private road will facilitate the turning movements for waste and service vehicles.	Yes
<u>Table 2-6: Service Vehicle Requirements:</u> - Commercial Premises - 1 car parking space per 4,000m² GFA or part thereof for areas up to 2,000m², thereafter 1 car parking space per 8,000m² GFA or part thereof (50% of spaces adequate for trucks)	Total GFA = 7,703m ² . The proposed development requires: One (1) car space for the first 4,000m ² of GFA; and One (1) car space per 8,000m ² of GFA or part thereof (50% of spaces adequate for trucks) The development has provided the following: - One loading dock (4m x 12.5m internal dimensions) capable of supporting an MRV vehicle. - The loading dock is setback greater than 3 metres from the western property boundary and can accommodate a parked vehicle, or two SRV parked nose to tail with the door open. The proposed development is considered to meet the relevant service vehicle requirements.	Yes
<u>Disabled Parking Requirements/</u> 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 eight (8) disabled parking spaces. 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
<u>Parking for Motorcycles and Bicycles.</u> 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 is capable of complying 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

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Car parking design criteria.		
<u>Coaches and Car/Taxi Set-down.</u> (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 does not require a designated drop-off / pick up location. In this regard, the on-street car parking provided will be sufficient.	Yes
<u>Garbage vehicles.</u> (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 the ground floor adjacent to the loading dock. The storage and collection area proposed is located to minimise on-street conflicts and is conveniently accessible via the loading dock.	Yes
<u>Basement Car Parking.</u> (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 commercial building. The basement footprint does extend to the north underneath the landscaped courtyard however, sufficient soil depth on top of the slab and via planter beds is provided to support the growth of groundcovers, shrubs and trees.	Yes