

Reference: 23082

23 April 2024

Re Street

C/ PBD Architects

Keith Lam

Email keith@pbdarchitects.com.au

Dear Kevin,

Re: 54-58 Beaconsfield Street, Newport – Traffic Response to RFI

I have considered the relevant traffic and parking matters contained in Council's RFI (2023/1869) of 9 April 2024.

This supplementary assessment responds to the those matters and is to be read in conjunction with the architectural plans (**Attachment 1**) prepared by PBD Architects. The corresponding responses are outlined in the following:

Item 1

The Pittwater DCP applies to the subject site. According to the DCP, car parking spaces should be provided at a rate of 2 spaces for each 3-bedroom units, visitor parking at a rate of 1 for each 3 dwellings, a wash bay and min 3% accessible parking spaces.

Our Response

Refer to Town Planner's response.

Item 2

The proposed development provides a total of 32 car parking spaces consisting of 27 residential spaces and 5 visitors spaces, including 1 wash bay and 1 accessible parking spaces. The provided number of car parking spaces meet the minimum requirements of the DCP.

Our Response

Refer to Town Planner's response.

Item 3

However, the submitted traffic report shows 4 disabled parking spaces on pages 26, 28, 29, 30 and 31. The total number of disabled spaces must be clarified, and consistent reports and plans must be provided. In addition, bollard should be placed in the shared zone as per AS2890.6 to ensure the shared zone remains available for loading/unloading of persons in a wheelchair. Furthermore, a height clearance of minimum 2.5m must be provided over the disabled space as required by AS2890.6 clause 2.4 This must be confirmed on the plans.

Our Response

The architectural plans have been amended to indicate 1 accessible parking space (in accordance with BCA advice). The space will have a bollard installed in its adjoining Shared Zone and conforms to the AS2890.6 design criteria. Notwithstanding, this is a matter for consideration/endorsement by a suitably qualified Access Consultant.

Item 4

The intercom is provided along the wall on the eastern side of the driveway. This means the entering vehicles would be driving on the right to access the intercom. The intercom must be moved to the middle where it can be accessed from the drivers side without impeding egress from the carpark . The driveway width shall be increased to accommodate a median with intercom.

Our Response

The proposed car park contains 4 visitors' parking spaces. Other spaces are reserved for residents only. Remote control fobs will be provided to all residents while visitors, who are infrequent users, will rely on stopping temporarily on the right-hand side of the driveway when gaining access to the car park. This is a typical arrangement for residential flat buildings, as opposed to widening access crossovers (unnecessarily) heightening pedestrian safety risks.

Item 5

It is noted that 5 bicycle parking spaces are provided. This number satisfies the DCP requirement. However, the location of bicycle parking next to the accessway without any line of sight for the drivers would be considered as unsafe location. Hence, the bicycle parking spaces should be relocated in a safer place. All the bicycle parking spaces should be in accordance with AS2890.3:2015.

Our Response

The bicycle spaces have been reoriented to ensure users need not stand on the primary vehicle driveway when mounting/dismounting from the bicycle storage facility.

Item 6

It is understood that cyclists will use the 1:20 ramp at the lobby entry and lift B to access bicycle parking spaces, because the 1:4 ramp to basement is too steep for cyclists. The hinged door providing access to lobby B must be widened to minimum 1.5 metres to accommodate cyclists access into the lift while accessing the bicycle parking spaces. Consideration should be given to a sliding door instead of hinged door for ease of access for cyclists.

Our Response

The hinged door has been amended to a sliding door as recommended by the Council.

Item 7

It is noted that sight triangles are shown on the architectural plans. The dimensions of these sight triangles must be annotated. In addition, the sight triangles must be clear of any obstruction and in accordance with AS 2890.1: 2004.

Our Response

Sight triangles are now denoted and dimensioned on the revised architectural plans. Note that the AS2890.1 only requires such a triangle sightline on the exit side of the driveway. The reason for the requirement is to facilitate sightlines between an egress vehicle and the road frontage's pedestrians. Ingress vehicles, which are turning from the street, can naturally see pedestrians (and vice versa) without such triangle sightline.

Item 8

It is noted that there are four tandem parking spaces provided. These tandem spaces should be allocated to the same unit. This can be conditioned.

Our Response

Noted.

Item 9

It is noted that there is a car wash bay provided which complies with the DCP requirement. This car wash bay should be provided with bunding and a floor waste. This should be shown on the plans.

Our Response

These elements are now annotated on the revised architectural plans.

Item 10

It is noted that the Traffic Report mentions loading and deliveries activities to be carried out on on-street using the kerbside parking. Given the small size of proposed development and the development being only residential development, this provision is acceptable.

Our Response

Noted.

Items 11 & 12

In page 28 of the Traffic Report, swept path for B85 passing B99 at the bottom of the ramp are overlapping each other. This means there is no passing achieved. Passing should either be achieved or if not possible, a stop holding line must be provided for vehicles exiting the basement, giving way to the entering vehicles. Swept paths must be amended and provided to Council's satisfaction.

In page 29 of the Traffic Report, a simultaneous passing of B85 and B99 is shown. However, the bodies of two vehicles are overlapping each other. This means there is no simultaneous passing achieved. This page should be amended for compliance with AS2890.1

Our Response

The design did not intend for opposing vehicles to pass one another concurrently. For this reason, convex mirrors have been denoted on the plans, as is typical for residential car parks of this nature. The revised swept path diagrams appended to this statement indicate with clarity the available passing opportunity for vehicles in both directions.

Item 13

It is noted that there is a long section showing ground clearance provided on page 32 of the Traffic Report. An updated long section with ground clearance using B85 starting from the centre of the road and extending into the basement must be provided to demonstrate suitable access without scraping.

Our Response

The vehicle crossover details are not prepared at this stage of the application. It is advised that such information will be provided during the CC stage. It is further confirmed that the proposal seeks to conform to the Council's VAC engineering specification and the site's frontage RL. The proponent accepts a suitably worded consent condition to this effect.

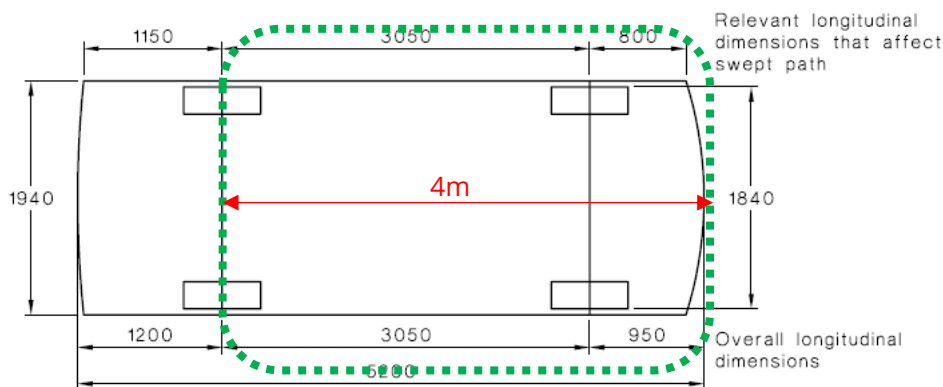
Item 14

It is noted that the first ramp from the property boundary with a maximum of 5% slope is provided for 4m length instead of the required 6m. The required 6m should be available in accordance with AS 2890.1:2004, given the high pedestrian activity in the area and to allow a margin for driver error. Also, grade changes across a footpath and within the property, designed in accordance with AS2890.1 must be shown on the plans.

Our Response

It is noted that the first 5m of the ramp is graded at 5%. This is less than the Australian Standards requirement of 6m.

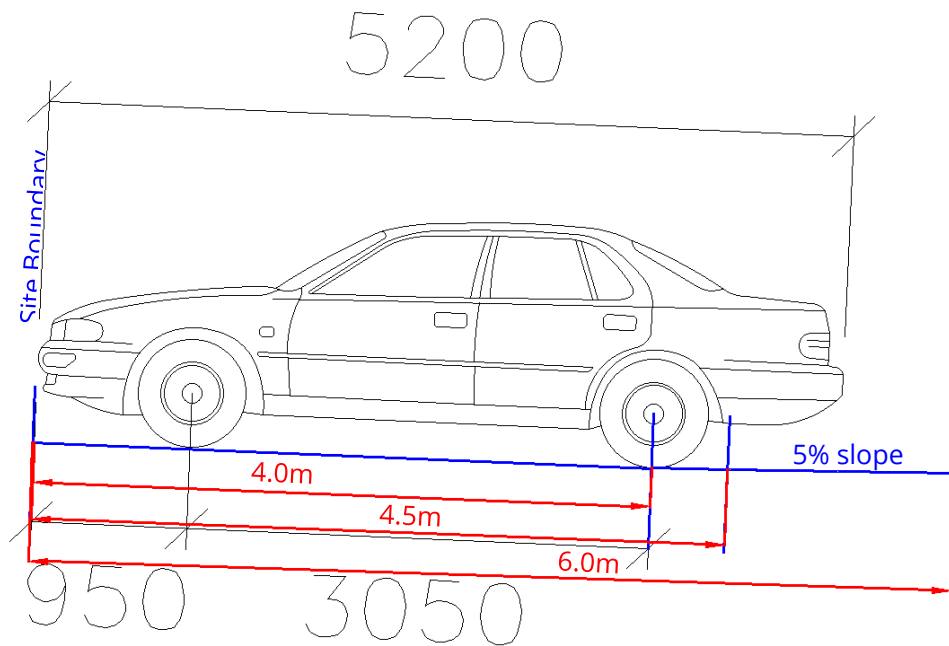
The design intent of the 6m storage bay is to enable a departing car to stand on a relatively level surface such that its driver can see a pedestrian on/near the frontage footpath. However, the design vehicle is not 6m long; the Australian Standards' largest design light vehicle (a B99) is only 5.2m long. A template of this vehicle is extracted from the AS2890.1 and reproduced overleaf.



DIMENSIONS IN MILLIMETRES

FIGURE B1 B99 (99.8TH PERCENTILE) VEHICLE

The B99 vehicle template indicates that the front of the car to the rear wheel is 4m long. On this basis, a 5m-long standing area will effectively allow a vehicle to stand on a uniform surface, as illustrated below:



Source: AutoTurn Standard AS2890.1 B99 template

Therefore, the provision of a 5m long ramp with a 5% grade will enable the departing driver's vehicle to stand on the same profile as it would on a 6m long ramp near the site boundary. Thus, the driver's sightlines towards pedestrians on/near the frontage footpath in both cases are comparable, and this meets the AS2890.1's design objective for pedestrian safety. It is noted that the majority of cars in Sydney metropolitan area is shorter than a B99 specification.

Item 15

It is noted that table 5-1 on page 12 of the traffic report mentions that there is adequate sight distance, but no diagram of the sight distance has been provided with the report. Although the sight distance is expected to be compliant, Council requires a diagram of the sight distance assessment to demonstrate compliance.

Our Response

This is now provided in **Attachment 2**.

I trust the above adequately responds to Council's concerns. Otherwise, please do not hesitate to contact me at 02 7255 8198 to discuss this further.

Yours faithfully,



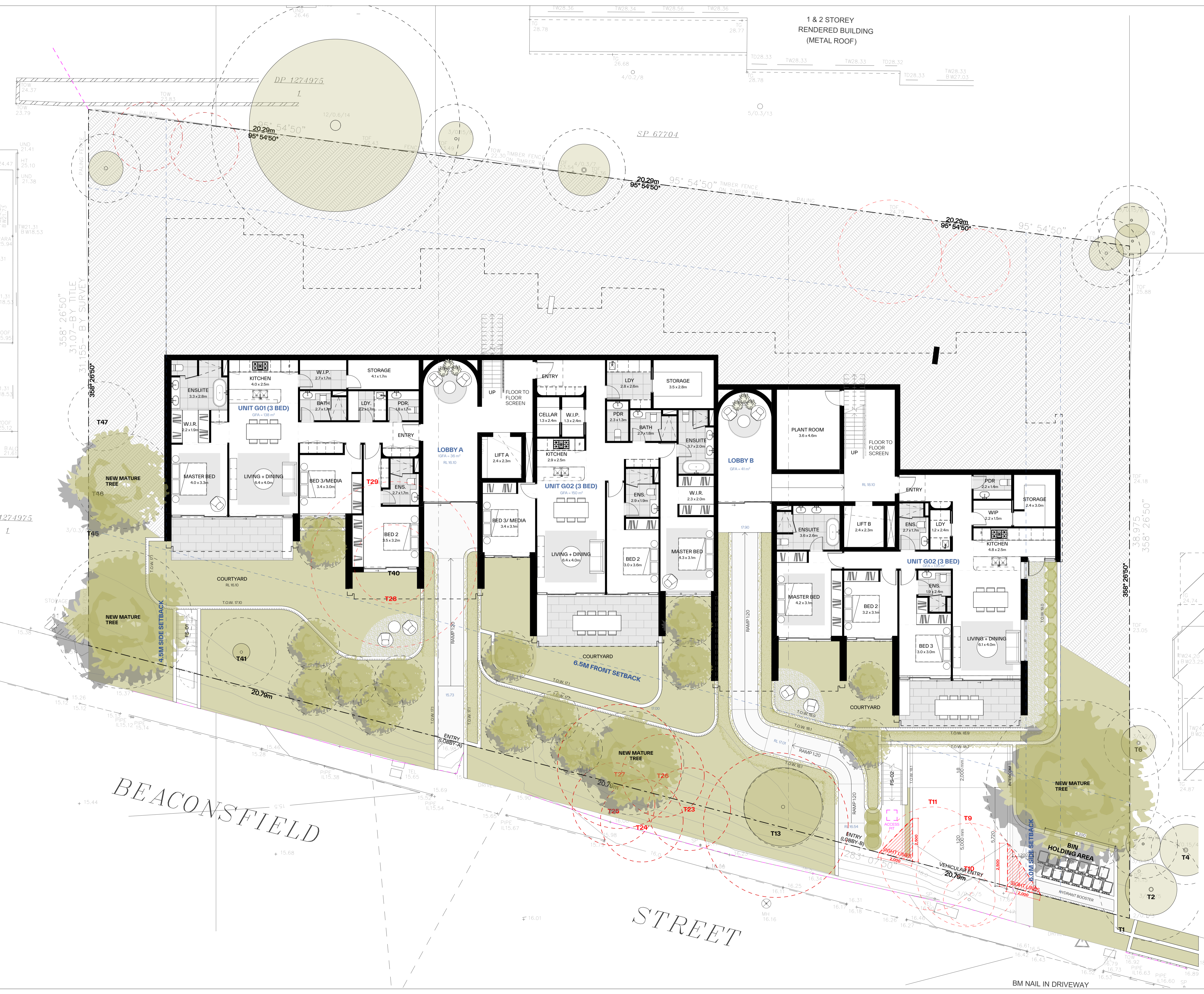
Bernard Lo BE (Civil), MTrans, PRE 0001491
Principal



Attachment 1

Revised Plans





1 & 2 STOREY
RENDERED BUILDING
(METAL ROOF)

GENERAL NOTES:

- ALL WORKS TO COMPLY WITH BUILDING CODE OF AUSTRALIA, REQUIREMENTS OF RELEVANT STATUTORY AUTHORITIES / LOCAL GOVERNMENT & RELEVANT AUSTRALIAN BUILDING STANDARDS
- DRAWINGS FOR THE PURPOSES OF DA ONLY (NOT FOR CONSTRUCTION) - FURTHER CONSULTANT/AUTHORITY COORDINATION WILL BE REQUIRED AT OC STAGE WHICH MAY IMPACT ON DESIGN AND PLANNING LAYOUTS
- ARCHITECTURAL PLANS TO BE READ IN CONJUNCTION WITH CONSULTANTS DRAWINGS, SPECIFICATIONS & REPORTS
- COPYRIGHT OF DESIGN SHOWN HEREON IS RETAINED BY PBD ARCHITECTS AND AUTHORITY IS REQUIRED FOR ANY REPRODUCTION
- AREA SCHEDULES SUPPLIED ARE APPROXIMATE ONLY - FUTURE ALLOWANCE FOR VERTICAL SERVICE DUCTS, STRUCTURAL WALL SYSTEMS AND CONSULTANT INPUT WILL BE REQUIRED

LEGEND:

- AW AWNING
- AH ACCESS HATCH
- AC A/C CONDENSER UNITS
- FH FIRE HYDRANT
- FHR FIRE HOSE REEL
- FS FIRE STAIRS
- GC GARBAGE CHUTE
- HW HIGHLIGHT WINDOW
- MV MECHANICAL RISER TO FUTURE DETAIL
- MB MAILBOX TO FUTURE DETAIL
- R 240L RECYCLING BIN
- SK SKYLIGHT
- ST STORAGE
- HWU HOT WATER UNITS

MATERIALS LEGEND:

- AFG ALUMINIUM FRAMED GLAZING
- LV ALUMINIUM ELLIPTICAL FIXED LOUVERS
- AW AWNING (TO FUTURE DETAIL)
- CONC CONCRETE
- FB FACE BRICK
- GB FRAMELESS TOUCHED GLASS BALUSTRADE (TO BCA/AUS STANDARDS)
- MB METAL BALUSTRADE
- MC METAL CLADDING
- FCE METAL FENCING (TO FUTURE SELECTION)
- PC COMPOSITE PANEL CLADDING
- PSK PRIVACY SCREEN (TO FUTURE SELECTION)
- PTX PAINT FINISH TYPE X
- RD ROLLER DOOR
- RP RIVER RESSLES
- RW RENDERED FINISH/SELECTED PAINT FINISH
- TC TIMBER CLADDING
- VB EXTERNAL VENETIAN BLINDS

Issue	Date	Description
A	28/10/2023	DEVELOPMENT APPLICATION

DRAFT

Scale Bar 1 : 100 @ A1

CLIENT:
JAK Newport Pty Ltd

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Level 2, 52 Albion Street,
Sunny Hills NSW 2100
ABN 36 147 035 550
Registered Architect:
Paul Buljovic - NSW 7768

PROJECT:
RESIDENTIAL FLAT BUILDING - KENZA
54 - 58 BEACONSFIELD STREET NEWPORT NSW

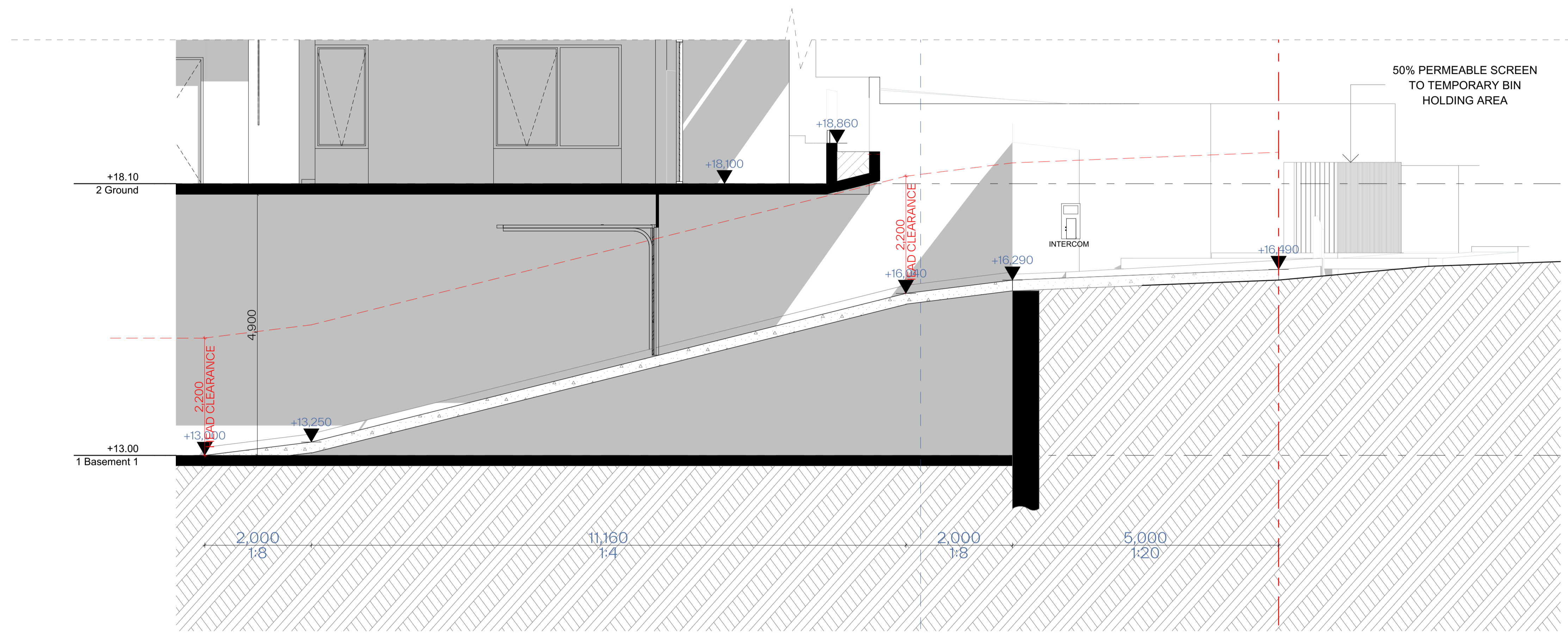
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Ground Floor Plan

DRAWING BY: AS	CHECKED BY: KL	DATE: 18/04/2024
SCALE: 1:100@A1	DRAWING NO: DA100	ISSUE: A
PROJECT NO: 2311		

BEACONSFIELD

STREET

BM NAIL IN DRIVEWAY



2

Driveway Section

1:50

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LEGEND:

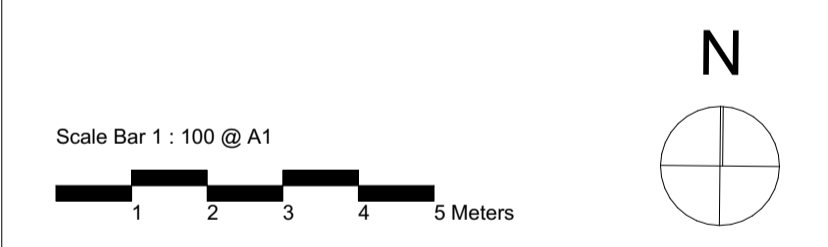
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DRAFT



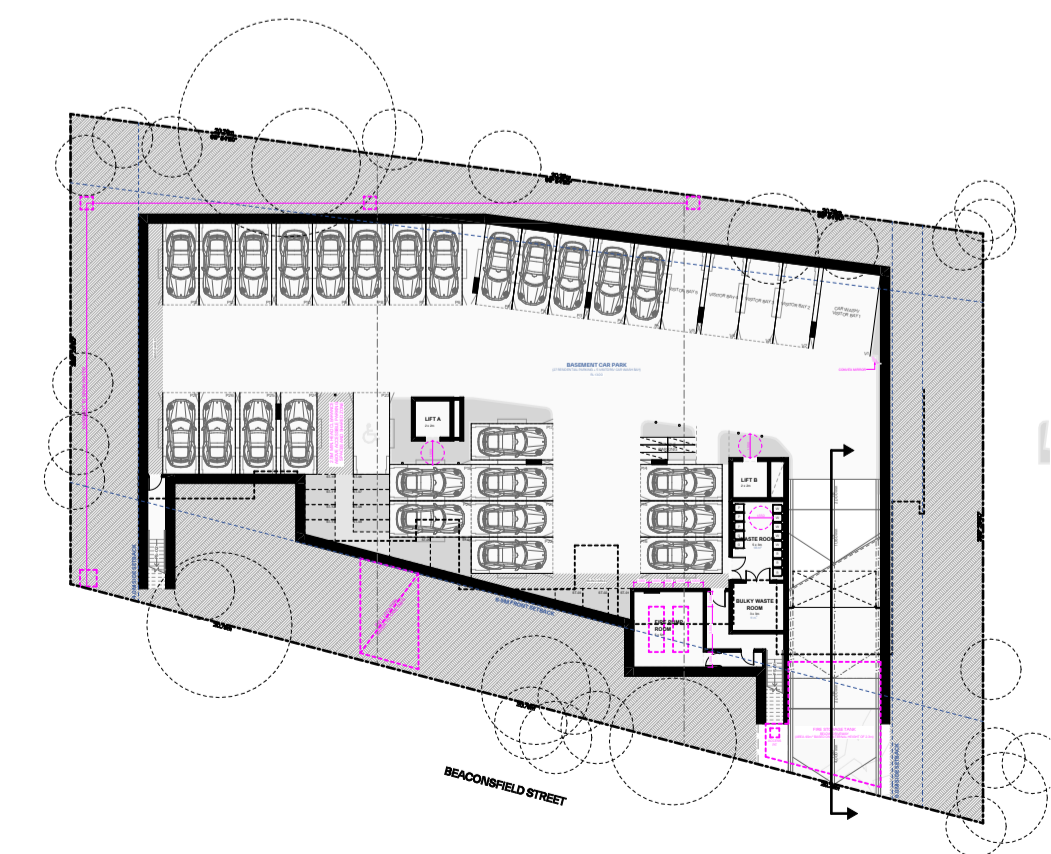
CLIENT:
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 W - pbdarchitects.com.au
 Level 2, 52 Albion Street,
 Surry Hills NSW 2010
 ABN 36 147 035 550
 Notarised Architect:
 Paul Buljevic NSW 7768

PROJECT:
RESIDENTIAL FLAT BUILDING - KENZA
54 - 58 BEACONSFIELD STREET NEWPORT NSW

DRAWING TITLE:
Driveway Section

DRAWING BY: AS	CHECKED BY: KL	DATE: 18/04/2024
SCALE: 1:500, 1:50@A1	DRAWING NO: DA303	ISSUE: A
PROJECT NO: 2311		



1

Basement Plan

1:500

Attachment 2

Swept Path Assessment





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 Plotted by Lamont Ng

54-58 BEACONSFIELD STREET, NEWPORT
GROUND FLOOR LAYOUT
CAR PARK DESIGN ASSESSMENT
 DRAWING REF NO. 23082-V1.6-SP

SHEET NO. 01 OF 08

ISSUE DATE 23 April 2024

DESIGNED BY
 N.BORJA/L.NG
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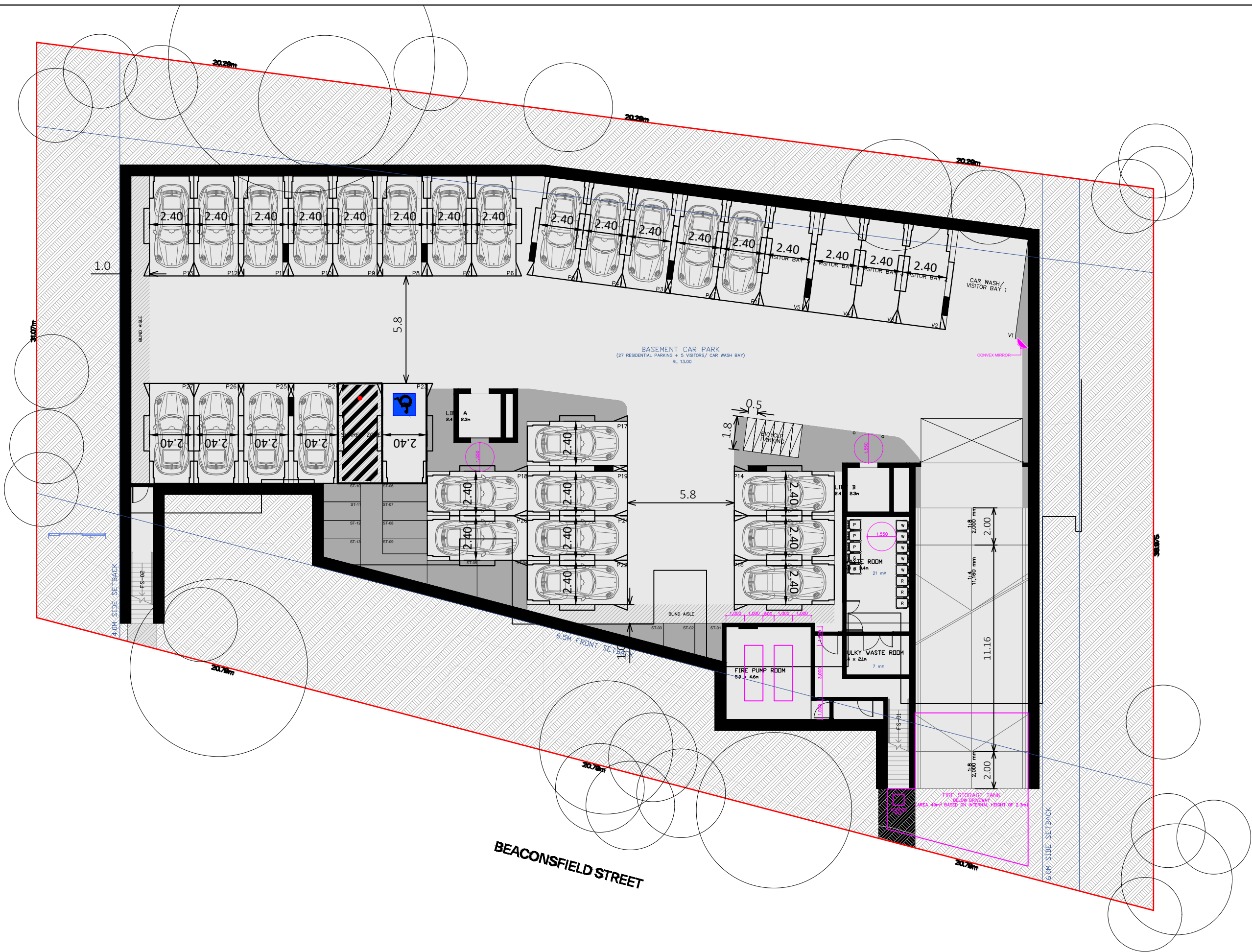
REVIEWED BY
 B.L.O



PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

WARNING
 THE LOCATION OF UNDERGROUND SERVICES
 ARE APPROXIMATE ONLY
 THE EXACT LOCATIONS SHALL BE TAKEN ON SITE.
 ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.





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 Plotted by Lamont Ng

54-58 BEACONSFIELD STREET, NEWPORT
BASEMENT LEVEL LAYOUT
CAR PARK DESIGN ASSESSMENT

DRAWING REF NO. 23082-V1.6-SP

SHEET NO. 02 OF 08

ISSUE DATE 23 April 2024

DESIGNED BY
 N.BORJA/L.NG

REVIEWED BY
 B.LO

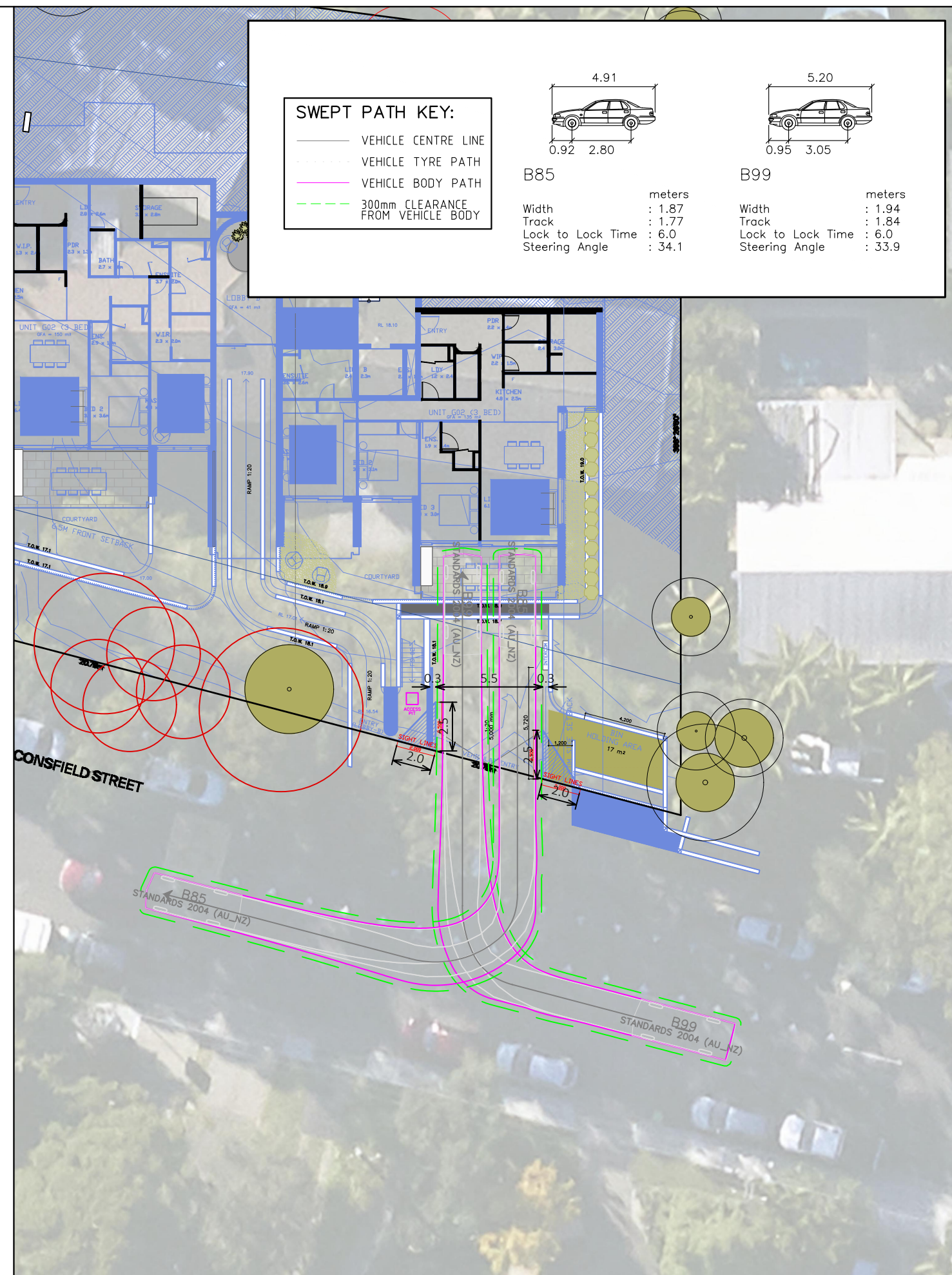
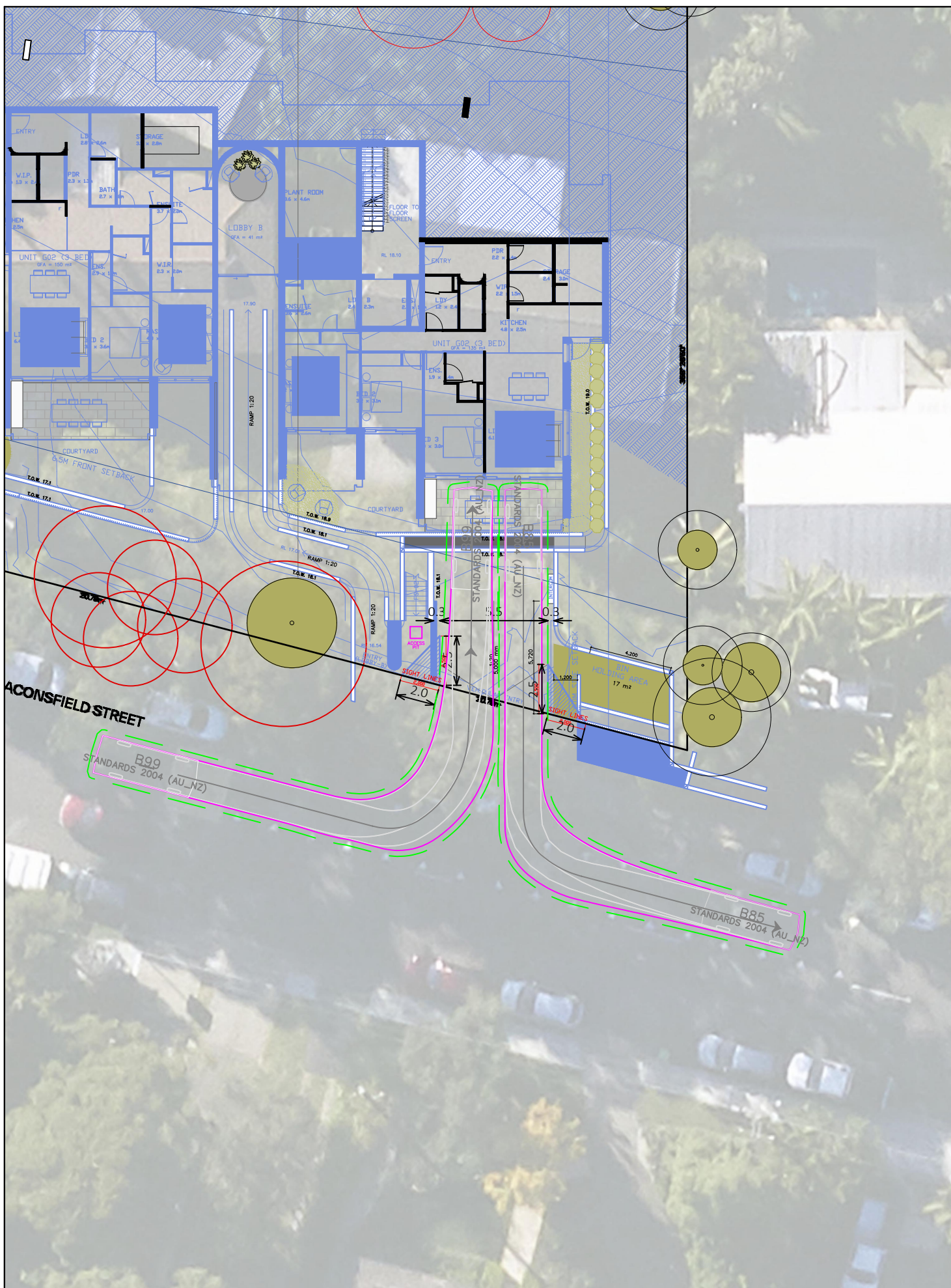
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



Vehicle	Width (meters)	Track (meters)	Lock to Lock Time	Steering Angle
B85	1.87	1.77	6.0	34.1
B99	1.94	1.84	6.0	33.9

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Plotted by Lamont Ng

54-58 BEACONSFIELD STREET, NEWPORT
GROUND FLOOR LAYOUT
SWEPT PATH ASSESSMENT
DRAWING REF NO. 23082-V1.6-SP

SHEET NO. 03 OF 08

ISSUE DATE 23 April 2024

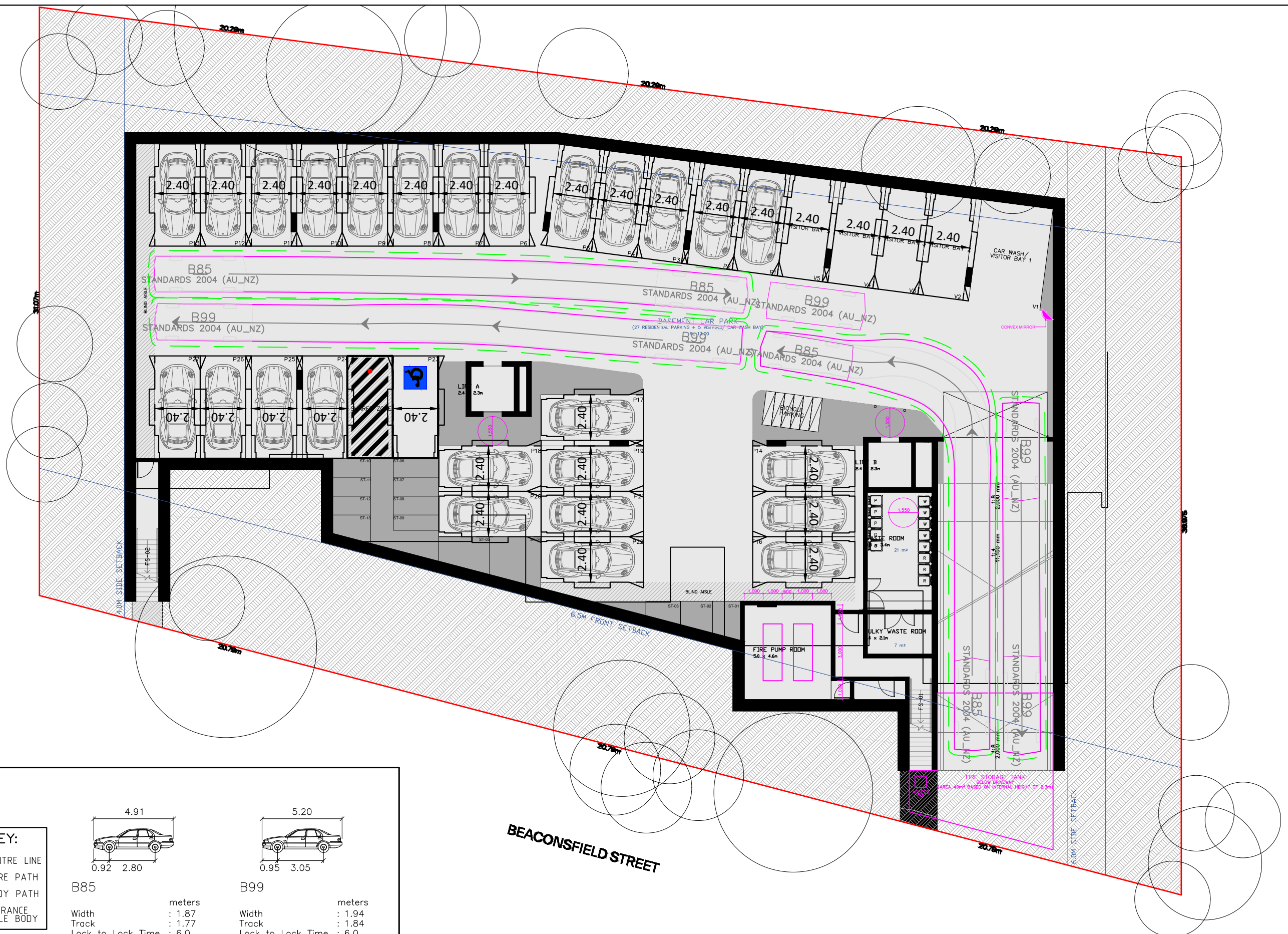
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REVIEWED BY B.LO
SCALE A3 0 2.5 5.0 1:250



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- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

B85		B99	
4.91		5.20	
Width	: 1.87	Width	: 1.94
Track	: 1.77	Track	: 1.84
Lock to Lock Time	: 6.0	Lock to Lock Time	: 6.0
Steering Angle	: 34.1	Steering Angle	: 33.9

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54-58 BEACONSFIELD STREET, NEWPORT
BASEMENT LEVEL LAYOUT
CAR PARK DESIGN ASSESSMENT - CIRCULATION

DRAWING REF NO. 23082-V1.6-SP

SHEET NO. 04 OF 08

ISSUE DATE 23 April 2024

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B.L.O

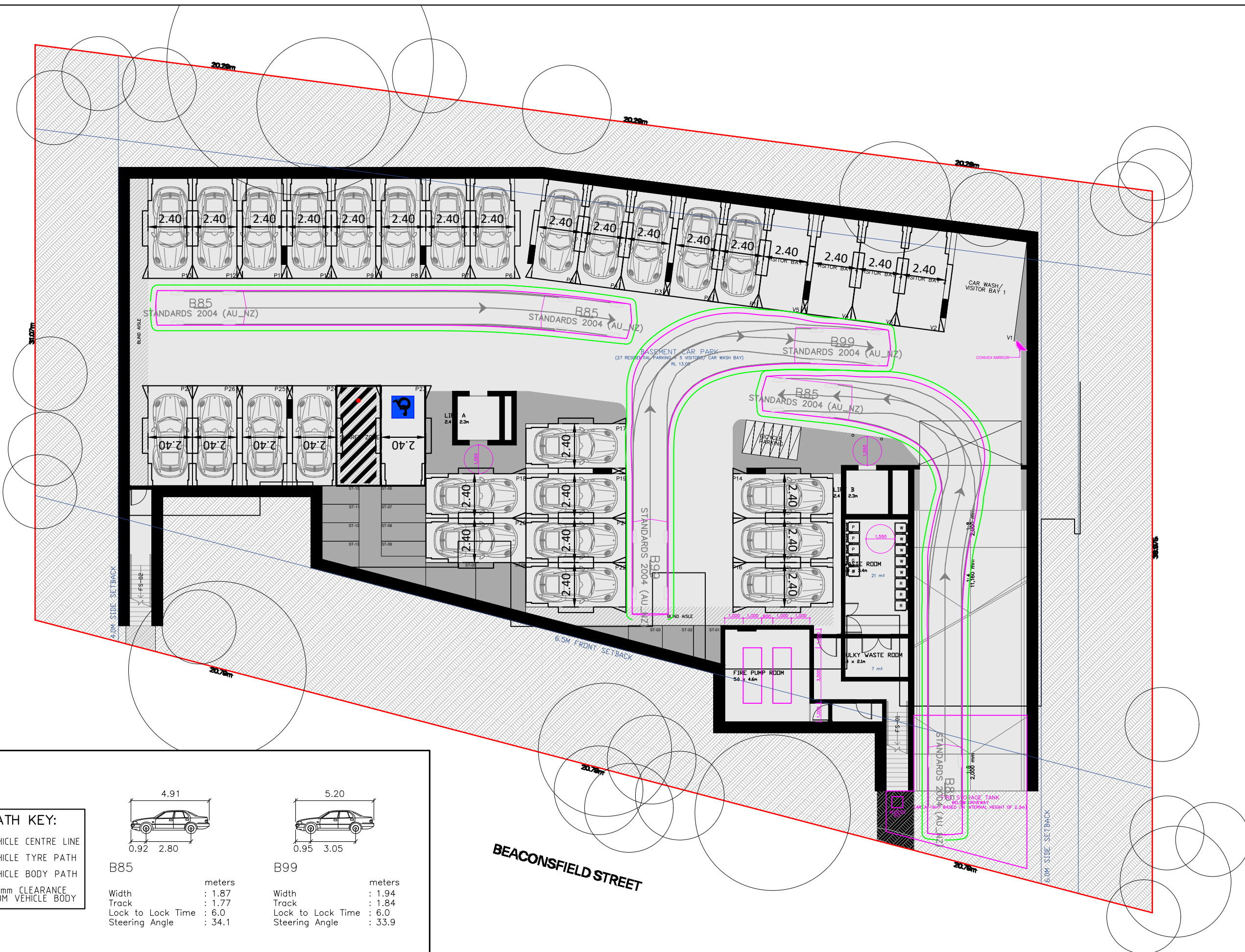
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- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

	B85	B99
Width	4.91	5.20
Track	1.87	1.94
Lock to Lock Time	1.77	1.84
Steering Angle	6.0	6.0
	34.1	33.9

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54-58 BEACONSFIELD STREET, NEWPORT
BASEMENT LEVEL LAYOUT
CAR PARK DESIGN ASSESSMENT - CIRCULATION

DRAWING REF NO. 23082-V1.6-SP

SHEET NO. 05 OF 08

ISSUE DATE 23 April 2024

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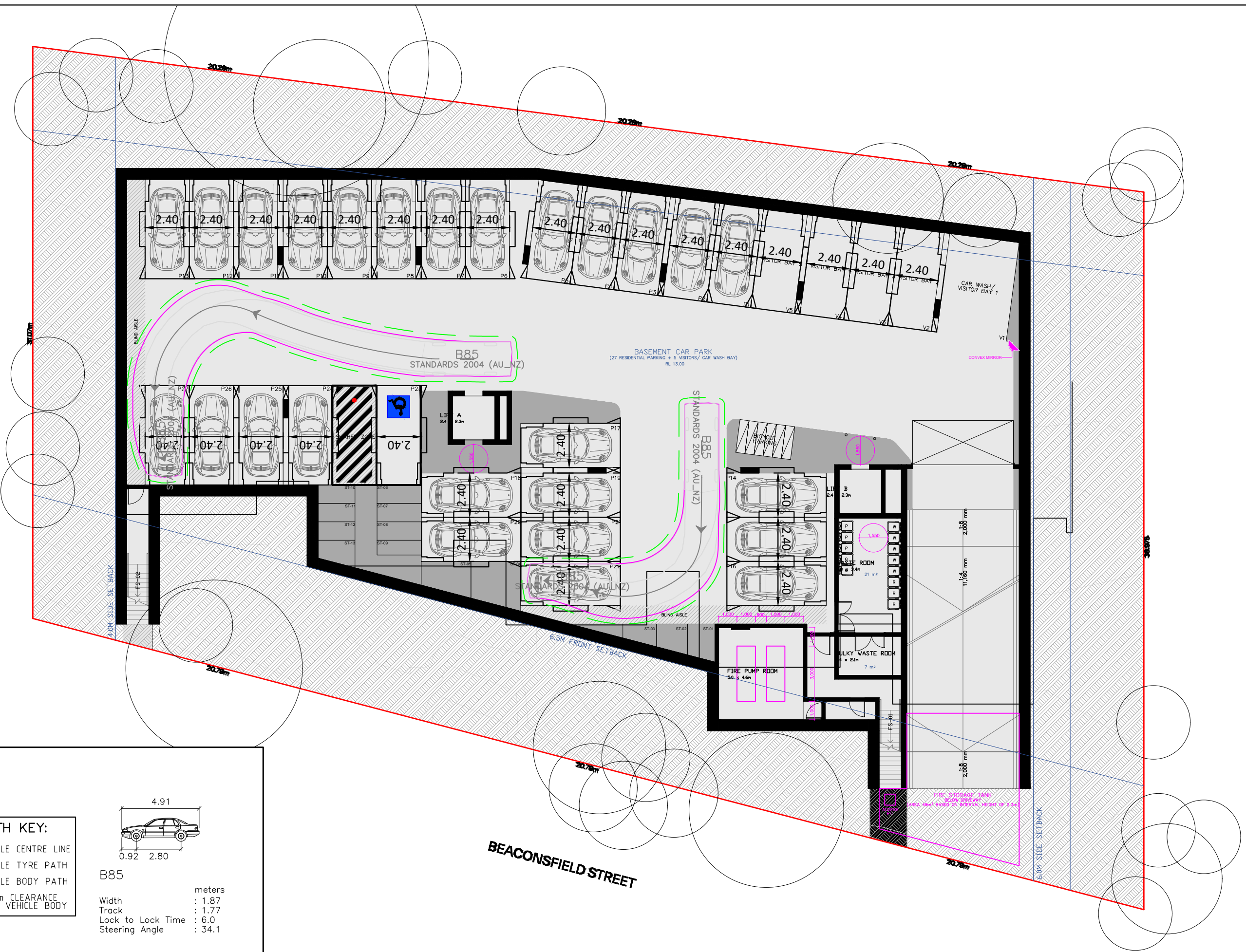
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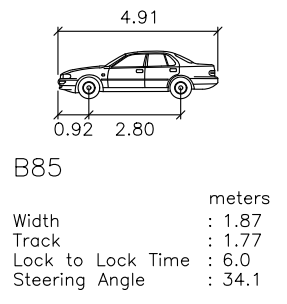
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- SWEPT PATH KEY:**
- VEHICLE CENTRE LINE
 - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 300mm CLEARANCE FROM VEHICLE BODY



B85

	units
Width	1.87 meters
Track	1.77 meters
Lock to Lock Time	6.0 seconds
Steering Angle	34.1 degrees

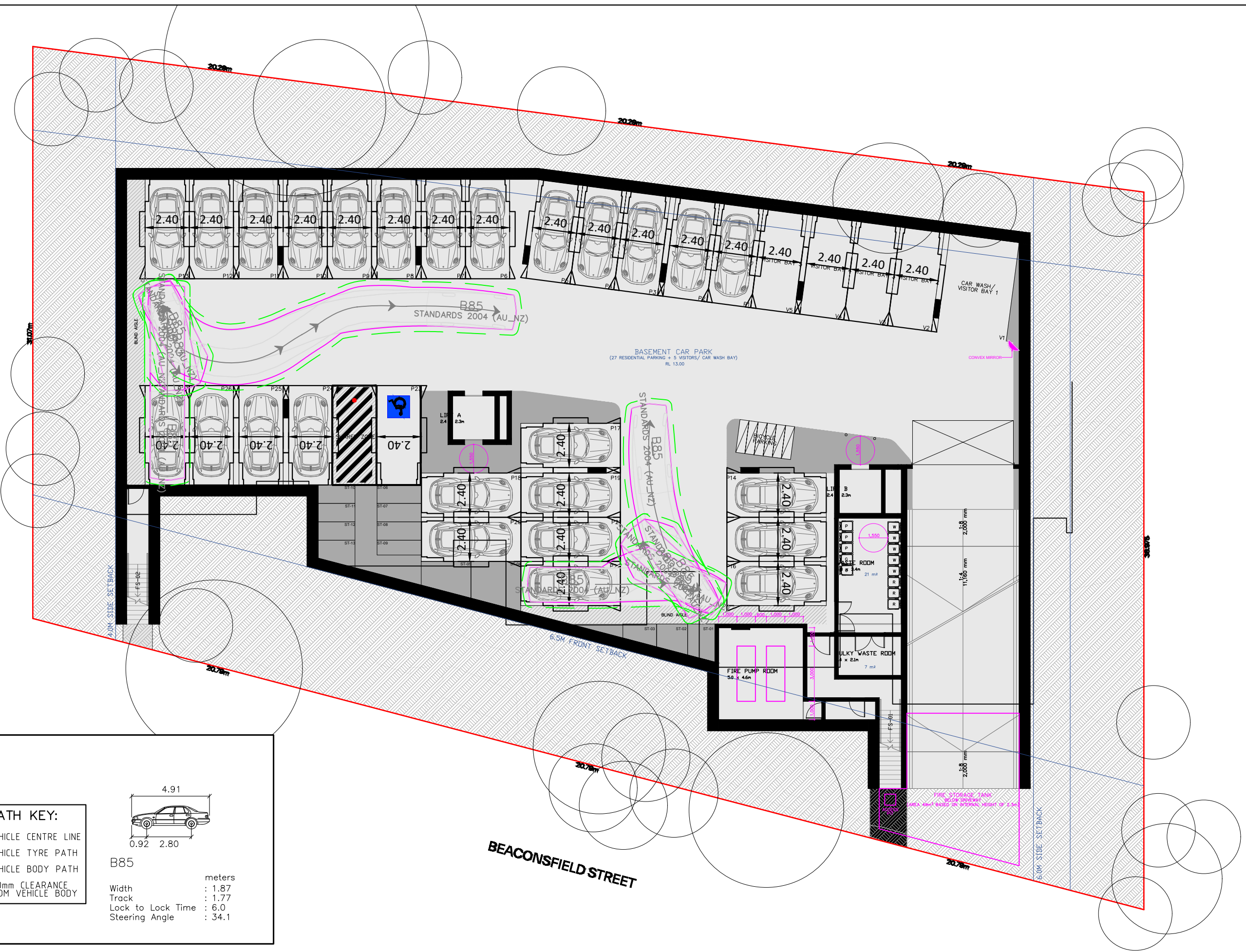
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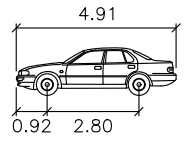
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SWEEP PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85

Width	: 1.87	meters
Track	: 1.77	
Lock to Lock Time	: 6.0	
Steering Angle	: 34.1	

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Printed by Lamont Ng

54-58 BEACONSFIELD STREET, NEWPORT
BASEMENT LEVEL LAYOUT
CAR PARK DESIGN ASSESSMENT - VEHICLE EXITING THE CAR SPACE
 DRAWING REF NO. 23082-V1.6-SP SHEET NO. 07 OF 08

ISSUE DATE 23 April 2024

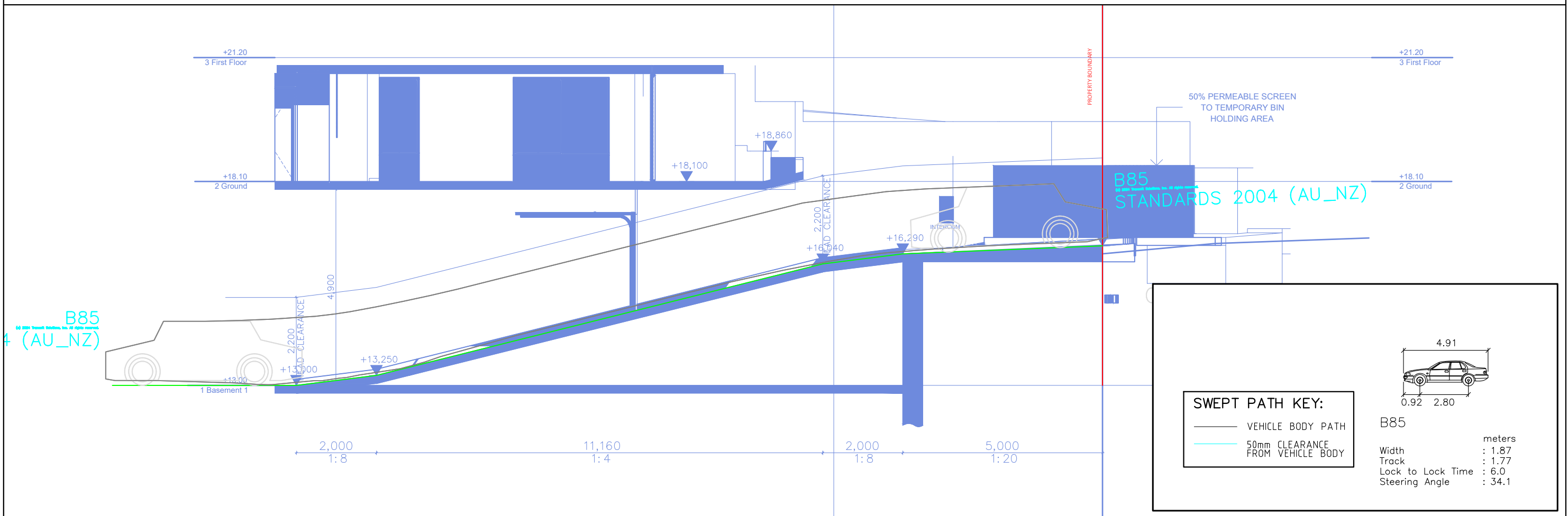
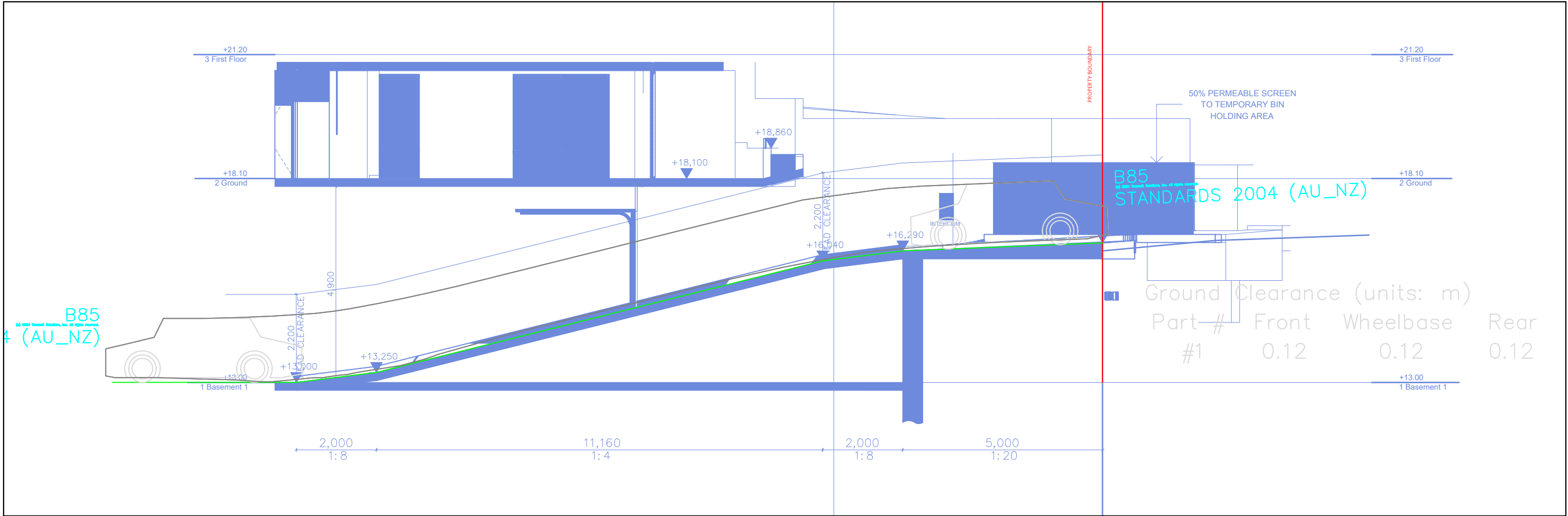
DESIGNED BY N.BORJA/L.NG REVIEWED BY B.L.O.
 SCALE A3 0 20 40 1:200



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54-58 BEACONSFIELD STREET, NEWPORT
GROUND FLOOR LAYOUT
CAR PARK DESIGN ASSESSMENT

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SCALE
A3 0 10 20 1:100



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