

Traffic Impact Assessment

54-58 Beaconsfield Street, Newport

Proposed Residential Development

GT23082

Prepared for

Restreet

13 November 2023





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Document Information

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Client	Restreet
Proposal	Proposed Residential Development
Architects	PBD Architects
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1	26/10/2023	Draft	LN	BL
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1 Introduction

1.1 Background

This report has been prepared to accompany a Development Application to Northern Beaches Council for a proposed residential development at 54-58 Beaconsfield Street, Newport (Figure 1-1).

Figure 1-1 Site



Source: Six Map (modified by Genesis Traffic)

The proposed development involves a 13-unit residential complex with an associated basement car park.

1.2 Scope of Works

The purpose of this report is to:

- describe the site and the proposed development scheme
- describe the road network serving the site and the prevailing traffic conditions
- assess the adequacy of the proposed parking provision
- assess the potential traffic implications
- assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements



1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- AS2890.1 (Australian/NZ Standards, 2004)
- Pittwater Development Control Plan (Northern Beaches Council, 2021)
- TfNSW Guide to Traffic Generating Developments, RTA, 2002
- TfNSW (RMS) Technical Direction, TDT 2013/14a





2 Existing Conditions

2.1 Site and Surrounding Context

The development site (Figure 2-1) is a consolidation of Lot 5B DP 18658, Lot 6 DP1096088 and Lot 7B DP 162021, located at 54-58 Beaconsfield Street, Newport. The site occupies an irregular-shaped area of 2,113.5m² and is bounded by Beaconsfield Street to the south.

Figure 2-1 Site Context



Source: Metromap (Modified by Genesis Traffic)

Three (3) single residential dwellings occupy the site at present, with vehicle accesses located at Beaconsfield Street. The site is adjoined by newly developed townhouse complexes in the west and north, while single residential dwelling adjoins to the east. Other surrounding land uses comprises:

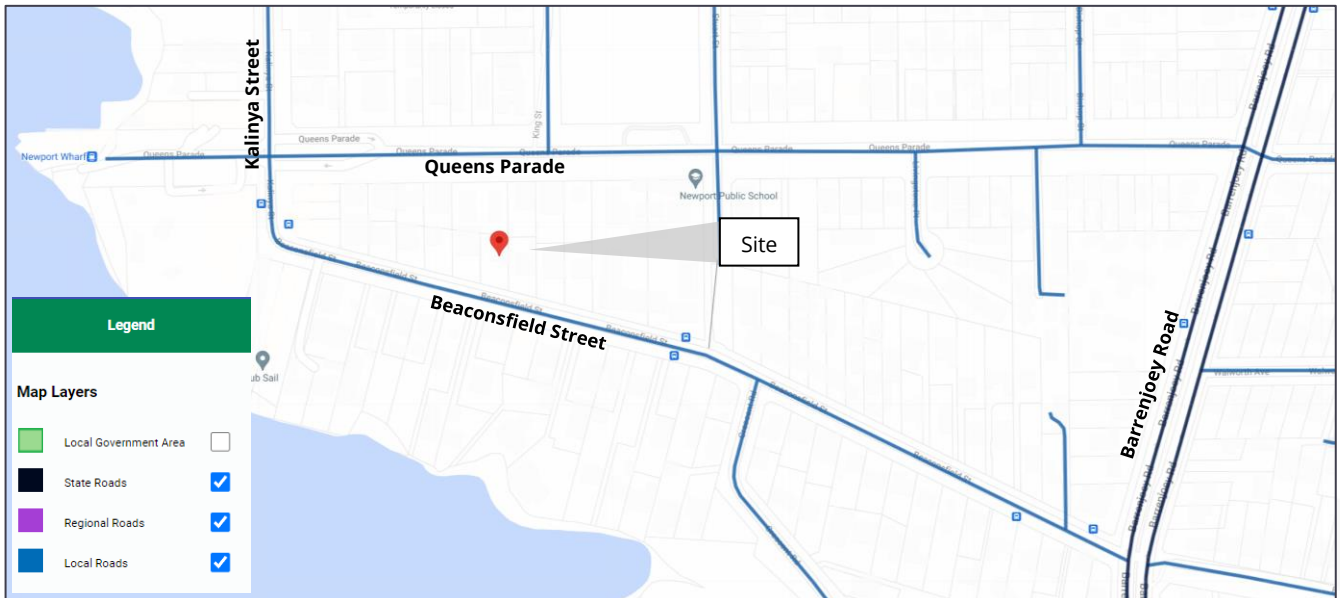
- Low-density residential dwellings predominantly
- Retail premises 150m to the west at the intersection of Beaconsfield Street and Kalinya Street
- Newport Public School 100m to the east



2.2 Road Network

The road network serving the site area (Figure 2-2) comprises:

Figure 2-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

- Barrenjoey Road: A classified arterial road (MR164) that connects between Palm Beach in the north and Crows Nest in the south. Near the site, Barrenjoey Road has three traffic lanes in either direction and is subject to 60km/h speed limit. On-street parking is not permitted along either side of the street.
- Beaconsfield Street: A local road that traverses east-west between Barrenjoey Road in the east and Kalinya Street in the west. It permits a single traffic lane in either direction and is subject to 50km/h speed limit. It has a carriageway width of 11m and on-street parking is permitted along either side of the street.

2.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site comprise:

- the traffic control signal at the Beaconsfield Street and Barrenjoey Road intersection
- the marked pedestrian crossing near the intersection of Kalinya Street and Beaconsfield Street
- the marked pedestrian crossing that link to Newport Public School on Beaconsfield Street
- the 40km/h School Zone speed limit at parts of Beaconsfield Street between 8:00am-9:30am and 2:30pm-4:00pm



2.4 Public Transport Services

The nearest bus stop is located 150m (2-minutes walking distance) to the site. Route 199 operates via this stop with a peak-hour frequency of 10 minutes.

The local public transport network is illustrated in **Attachment 1**.

2.5 Existing Traffic Conditions

Traffic flows at Beaconsfield Street were observed to be minorly delayed during the school pick-up/drop-off periods. This is partly due to pedestrian crossing that links to Newport Public School. Nonetheless, the school traffic only occur for relatively brief periods (both AM and PM peaks). No other undue there is no undue capacity constraint along Beaconsfield Street.





3 Proposed Development

It is proposed to demolish the existing buildings and outbuildings on the site, undertake excavation to provide a level basement car park and a level building platform on the site, on which a three-storey building will be constructed comprising:

- 13 x three-bedroom apartments
- A basement level accommodating 32 car spaces in the following composition:
 - 27 x Residents
 - 5 x Visitors (including car wash bay)

Vehicle access will be provided at Beaconsfield Street.

Details of the proposal are indicated in the architectural plans prepared by PBD Architects which accompany the submission and are reproduced in part in **Attachment 2**.





4 Parking Assessment

4.1 Car Parking Requirements

As the subject site is situated within the former Pittwater Council area, the Pittwater DCP 2021 applies and the relevant parking rates are reproduced in Table 4-1.

Table 4-1 DCP Car Parking Rates

Development Type	Parking Rates (Minimum)	
Residential	One-bedroom	1 space per dwelling
	Two-bedroom or more	2 spaces per dwelling
	Visitors	1 space per 3 dwellings

Application of the proposal using the above criteria would indicate the following requirements (Table 4-2).

Table 4-2 Number of Required Car Parking Spaces

Element	Requirement	Provision
13 x three-bedroom apartments	26	27
Residential visitors	4.3	5
Total	30.3 spaces	32 spaces

Accordingly, the minimum car parking quantum for the development proposal is 31 spaces. On this basis, the proposed 32 car spaces including a car wash bay complies with the DCP criteria.

4.2 Bicycle Parking Requirement

Pittwater DCP also specifies a bicycle parking rate of one (1) space per three (3) dwellings. Application of this DCP rate to the proposal would indicate a requirement of five (5) bicycle spaces. The proposal includes five (5) bicycle spaces to meet the DCP criteria.



5 Access and Circulation Design

5.1 Access

A 5.5m wide two-way driveway will be provided at Beaconsfield Street to provide access to the basement car park. The access driveway has been designed in accordance with the AS2890.1 criteria. Details of a swept path analysis demonstrating the above are provided in **Attachment 3**.

5.2 Design Assessment and Internal Circulation

A detailed review of the carpark has been undertaken to assess its conformance with the AS2890.1 design criteria. The assessment outcome is summarised in Table 5-1.

Table 5-1 Compliance Check against Off-Street Car Parking (AS2890.1:2004)

Features	Requirement	Provision	Compliance	Notes
Access Driveways (Category 1)				
Access Width	3.0m - 5.5m	5.5m	Yes	
Sight Triangle (Pedestrian)	2.5m long x 2.0m wide	Provided	Yes	
Sight Distance (50km/h)	Min 45m	Provided	Yes	
First 6m Ramp Grade	Max 5% (1 in 20)	4m	No	See Note 1
Type of Vehicular Control Point	Security Gate	Provided	Yes	
Circulation Roadways / Ramp				
Ramp Grade	Private Carpark: Max 25% (1:4)	25%	Yes	
Transitions	Min 2.0m	2.0m	Yes	
Grade Transitions	Max 12.5% (1:8)	12.5%	Yes	
Roadways Width (Two-way)	Min 5.5m	5.5m	Yes	
Kerbs	300mm on both sides	Provided	Yes	
Headroom Clearance	Min 2.2m	2.2m	Yes	
Internal Circulation	B85 and B99 Passing	Provided	Yes	
Parking Modules				
Car Space Dimension	User Class 1A 5.4m long x 2.4m wide	5.4m long x 2.4m wide	Yes	
Aisle Width	User Class 1A 5.8m	5.8m	Yes	



Door Clearance	300mm	Provided	Yes	
Blind Aisle	Min 1.0m	Provided	Yes	
Height Clearance	Min 2.2m	Provided	Yes	
Gradient	Max 5% (1 in 20)	Level	Yes	

Note 1

It is noted that the first 4m 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.

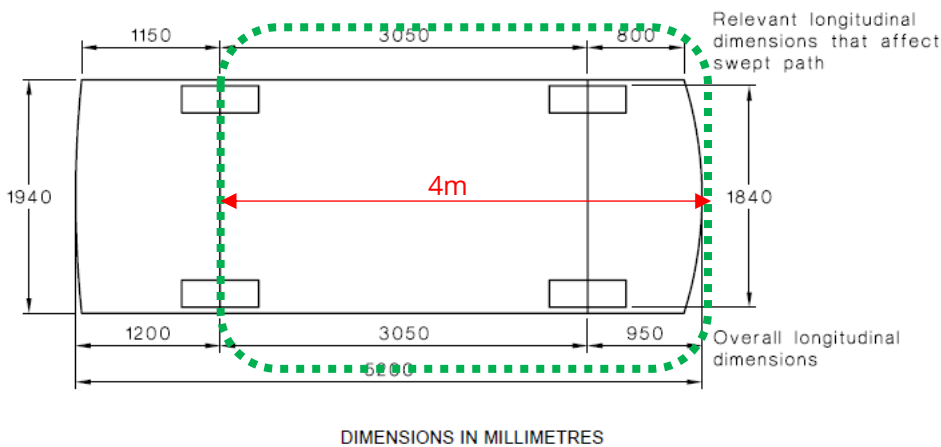
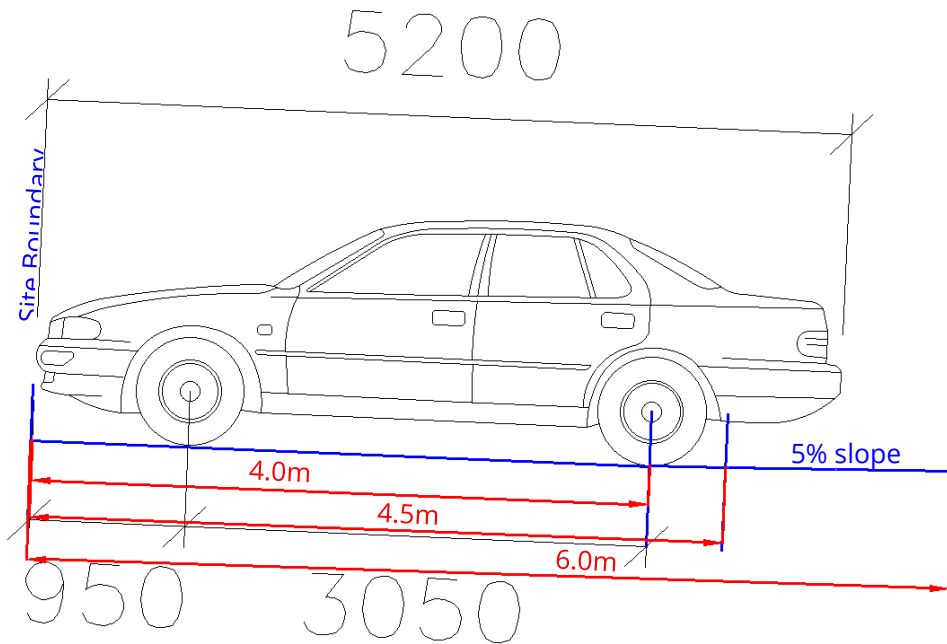


FIGURE B1 B99 (99.8TH PERCENTILE) VEHICLE

The B99 vehicle template indicates that the front of the car to the rear wheel is 4m long. On this basis, a 4m-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 4m 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.

In summary, the design provisions in relation to the access, parking circulation and arrangement generally comply with AS2890.1. A swept path analysis has been provided to demonstrate satisfactory vehicle manoeuvres and circulation within the carpark. Details of the swept path analysis outcome are provided in **Attachment 3**.

5.3 Loading and Servicing Circulation

Refuse collection will occur on-street along the northern kerb frontage of Beaconsfield Street. All loading activities related to deliveries, courier activity, maintenance etc. will rely on the ample on-street parking in the vicinity of the site.



6 Traffic Assessment

6.1 Existing Traffic Generation

The RMS Guide to Traffic Generating Developments (TDT 2013/04a) specify a single dwelling's peak traffic generation rate as 0.85 vtpd during the busiest peak hour. On this basis, the existing three (3) dwellings on the site would generate in the order of three (3) vtpd.

6.2 Development Traffic Generation

The RMS Guide to Traffic Generating Developments (2002) specifies a range of peak hour traffic generation rates for medium-density residential development, as follows:

- Smaller (one bed) units 0.5 vtpd per unit
- Larger (two-three bed) units 0.65 vtpd per unit

Based on the above, the proposed 13 three-bedroom units would generate nine (9) vtpd during AM and PM peak periods.

6.3 Overall Traffic Generation and Distribution

Having regard to the above, the additional traffic generation outcome is calculated as follows:

$$\begin{aligned}\text{Additional Traffic Generation} &= \text{Development Traffic Generation} - \text{Existing Traffic Generation} \\ &= 9 \text{ vtpd} - 3 \text{ vtpd} \\ &= 6 \text{ vtpd}\end{aligned}$$

Based on the above, the proposal will likely result in the addition of six (6) vehicle movements per hour during peak periods. Traffic generation of this order of magnitude will not be perceptible in this context of the existing road network. The assessment found that that the development traffic will not unduly impact the operation of the surrounding road network.



7 Conclusion

The traffic and parking assessment undertaken for the proposed residential development at 54-58 Beaconsfield Street, Newport has concluded that:

- the traffic generation of the proposed development will not present any adverse traffic implications
- the proposed parking provision will comply with the Council's DCP criteria and will adequately serve the development
- the proposed access, internal circulation and parking arrangements will be appropriate to AS design criteria

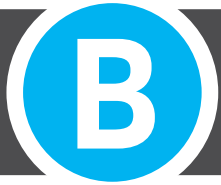




Attachment 1

Public Transport Provisions

Routes B1, BN1, 154x, 181x, 190x, 199



Route B1 to City Wynyard

Picks up passengers only at Mona Vale B-Line, then picks up and sets down passengers at Warriewood B-Line, Narrabeen B-Line, Collaroy B-Line, Dee Why B-Line, Warringah Mall, Manly Vale B-Line, Spit Junction, Neutral Bay Junction, and Wynyard.

Route B1 to Mona Vale

Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, Manly Vale B-Line, Warringah Mall, Dee Why B-Line, Collaroy B-Line, Narrabeen B-Line, Warriewood B-Line, and Mona Vale B-Line.

Route BN1 to City QVB

Picks up passengers only at Mona Vale B-Line, then picks up and sets down passengers at Warriewood B-Line, Narrabeen B-Line, Collaroy B-Line, Dee Why B-Line, Warringah Mall, Manly Vale B-Line, Spit Junction, Neutral Bay Junction, Wynyard and Queen Victoria Building.

Route BN1 to Mona Vale

Picks up passengers only at Queen Victoria Building, then picks up and sets down passengers at Wynyard, Neutral Bay Junction, Spit Junction, Manly Vale B-Line, Warringah Mall, Dee Why B-Line, Collaroy B-Line, Narrabeen B-Line, Warriewood B-Line, and Mona Vale B-Line.

Route 154x to Milsons Point

Picks up passengers only at Dee Why Shops, then picks up and sets down passengers at Warringah Mall, Kenneth Road Manly Vale, Spit Junction, Neutral Bay Junction, then all stops.

Route 154x to Dee Why

Picks up passengers only at Milsons Point Wharf, then picks up and sets down passengers at all stops to Neutral Bay Junction, then Spit Junction, Kenneth Road Manly Vale, Warringah Mall, and Dee Why B-Line.

Route 181x to City Wynyard

Picks up and sets down passengers at all stops to Dee Why B-Line, then Warringah Mall, Kenneth Road Manly Vale, Spit Junction, Neutral Bay Junction, and Wynyard.

Route 181x to Narrabeen

Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, Kenneth Road Manly Vale, Warringah Mall, Dee Why B-Line, then all stops.

Route 190x to City Wynyard

Picks up and sets down passengers at all stops to Narrabeen B-Line, then Spit Junction, Neutral Bay Junction, and Wynyard.

Route 190x to Avalon Beach

Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, Narrabeen B-Line, then all stops.



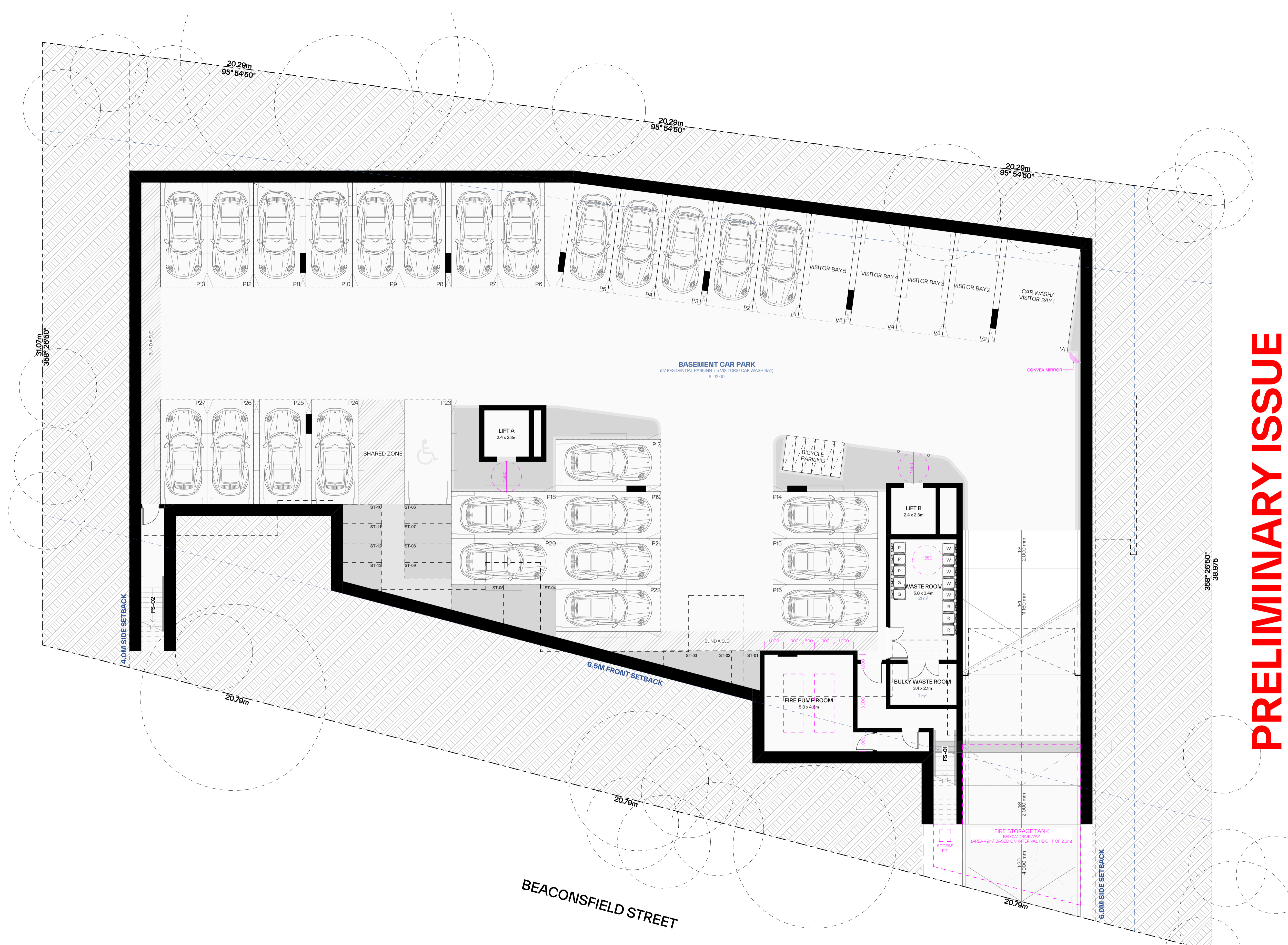
- Legend**
- Bus route
 - Diversion/extended route
 - Bus route number
 - Bus route start/finish (other than B-Line stops)
 - Stops for B-Line services
 - Train line/station
 - Sydney Ferries wharf
 - Private ferry route/wharf
 - Light rail line/stop
 - Diagrammatic Map Not to Scale





Attachment 2

Architectural Plans



GENERAL NOTES:

- ALL WORKS TO COMPLY WITH BUILDING CODE OF AUSTRALIA, REQUIREMENTS OF RELEVANT STATUTORY AUTHORITIES / LOCAL GOVERNMENT & RELEVANT AUSTRALIAN BUILDING STANDARDS
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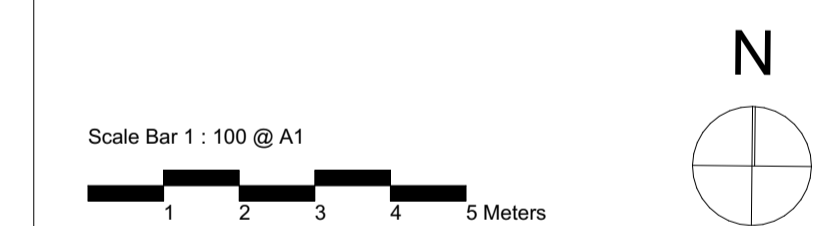
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- FH FIRE HYDRANT
- FHR FIRE HOSE REEL
- FS FIRE STAIRS
- GC GARBAGE CHUTE
- HVW HIGHLIGHT WINDOW
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- MB MAILBOX TO FUTURE DETAIL
- R 240L RECYCLING BIN
- SK SKYLIGHT
- ST STORAGE
- HWU HOT WATER UNITS

MATERIALS LEGEND:

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- LV ALUMINIUM ELLIPTICAL FIXED LOUVERS
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- RP RIVER PEBBLES
- RW RENDERED FINISH/SELECTED PAINT FINISH
- TC TIMBER CLADDING
- VB EXTERNAL VENETIAN BLINDS

PRELIMINARY ISSUE

Issue	Date	Description



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

DRAWING TITLE:
Basement

DRAWING BY: AS	CHECKED BY: KL	DATE: 10/11/2023
SCALE: 1:100@A1	DRAWING NO: DA104	ISSUE:
PROJECT NO: 2311		

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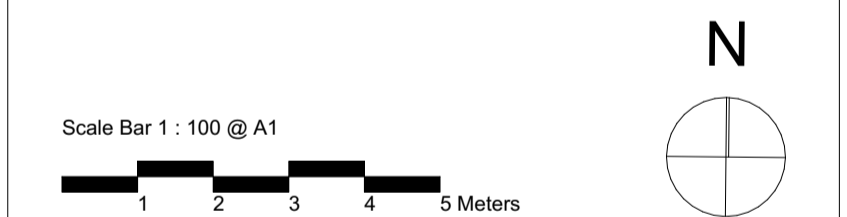
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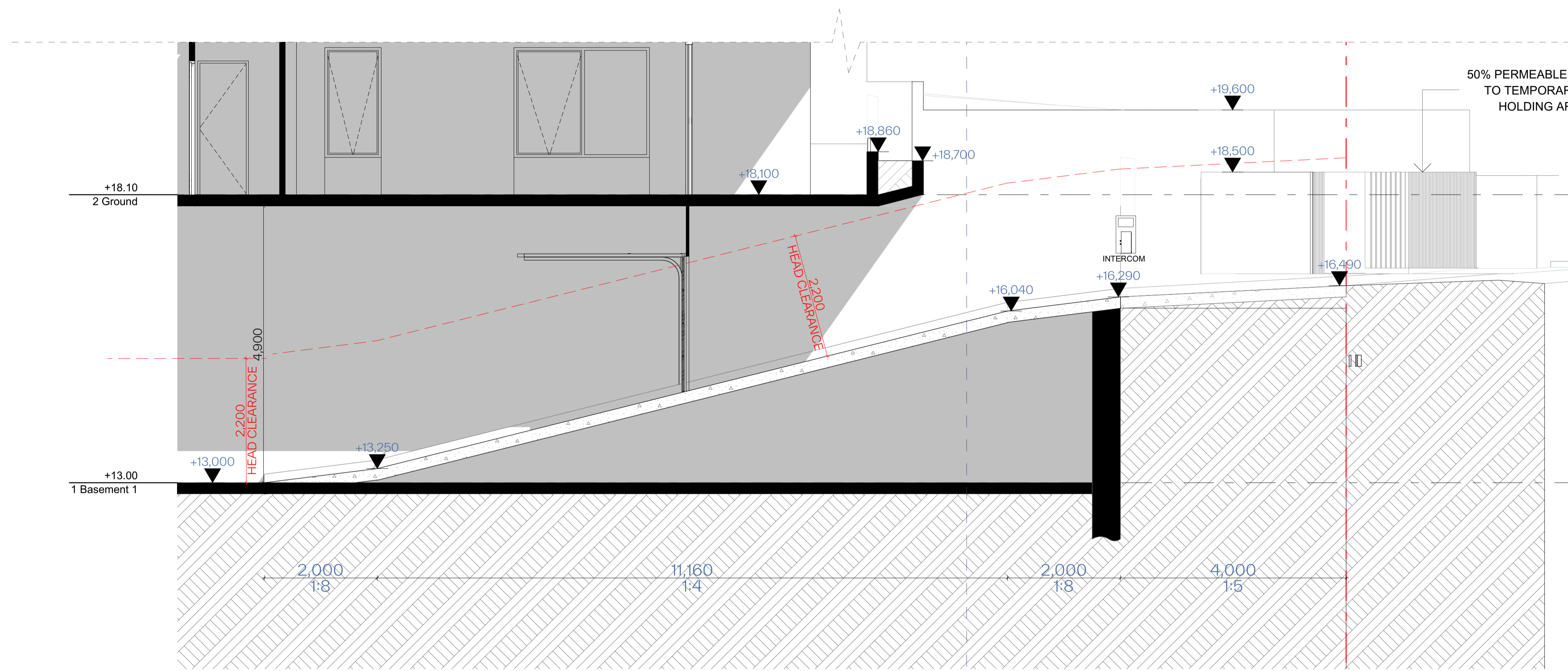
PROJECT:
RESIDENTIAL FLAT BUILDING - KENZA
54 - 58 BEACONSFIELD STREET NEWPORT NSW

DRAWING TITLE:
Ground Floor Plan

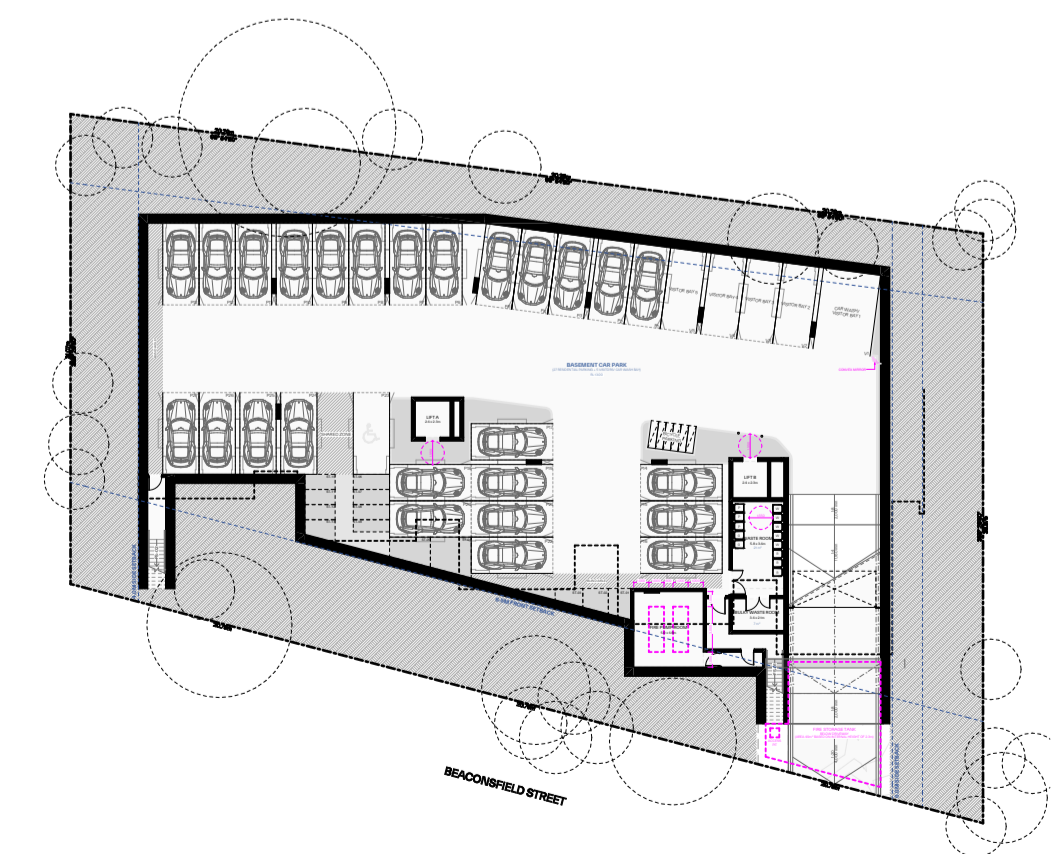
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PRELIMINARY ISSUE





1 Driveway Section 1:50



2 Basement Plan 1:500

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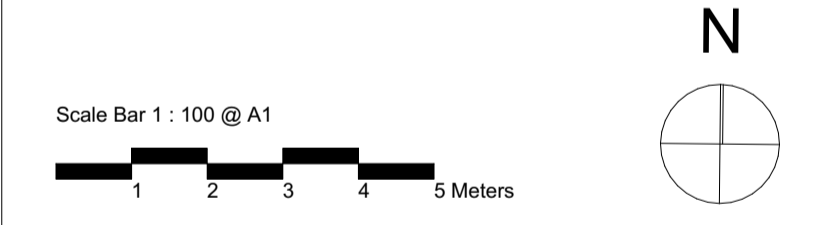
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Notarated Architect:
Paul Buljevic, NSW 7768

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

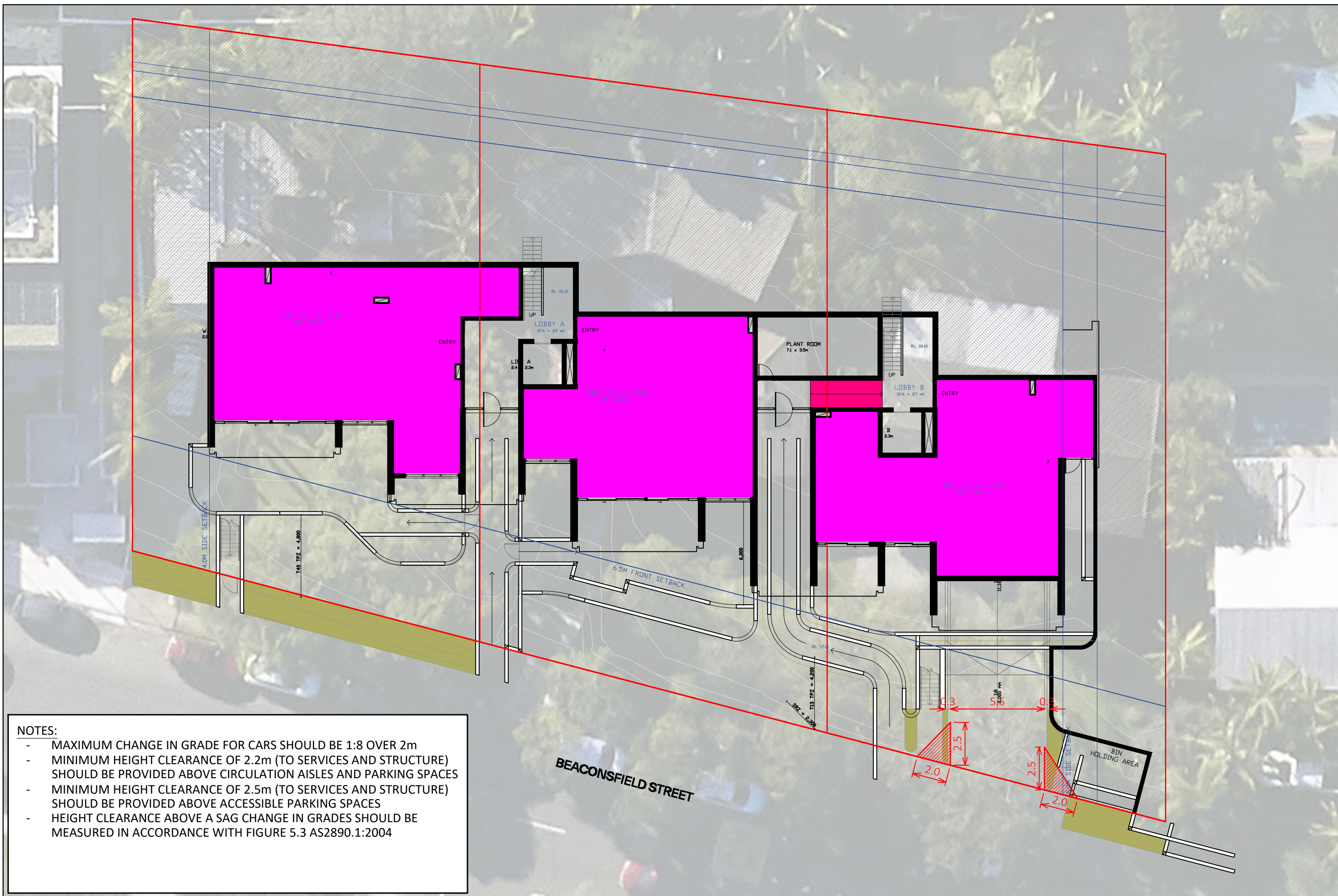
DRAWING TITLE:
Driveway Section

DRAWING BY: AS	CHECKED BY: KL	DATE: 10/11/2023
SCALE: 1:50, 1:500@A1	DRAWING NO: DA302	ISSUE:
PROJECT NO: 2311		



Attachment 3

Turning Path Assessments



NOTES:

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
- MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004

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

DRAWING REF NO. 23082-V1.3-SP

SHEET NO. 01 OF 08

ISSUE DATE 13 November 2023

DESIGNED BY
N.BORJA

REVIEWED BY
B.LO

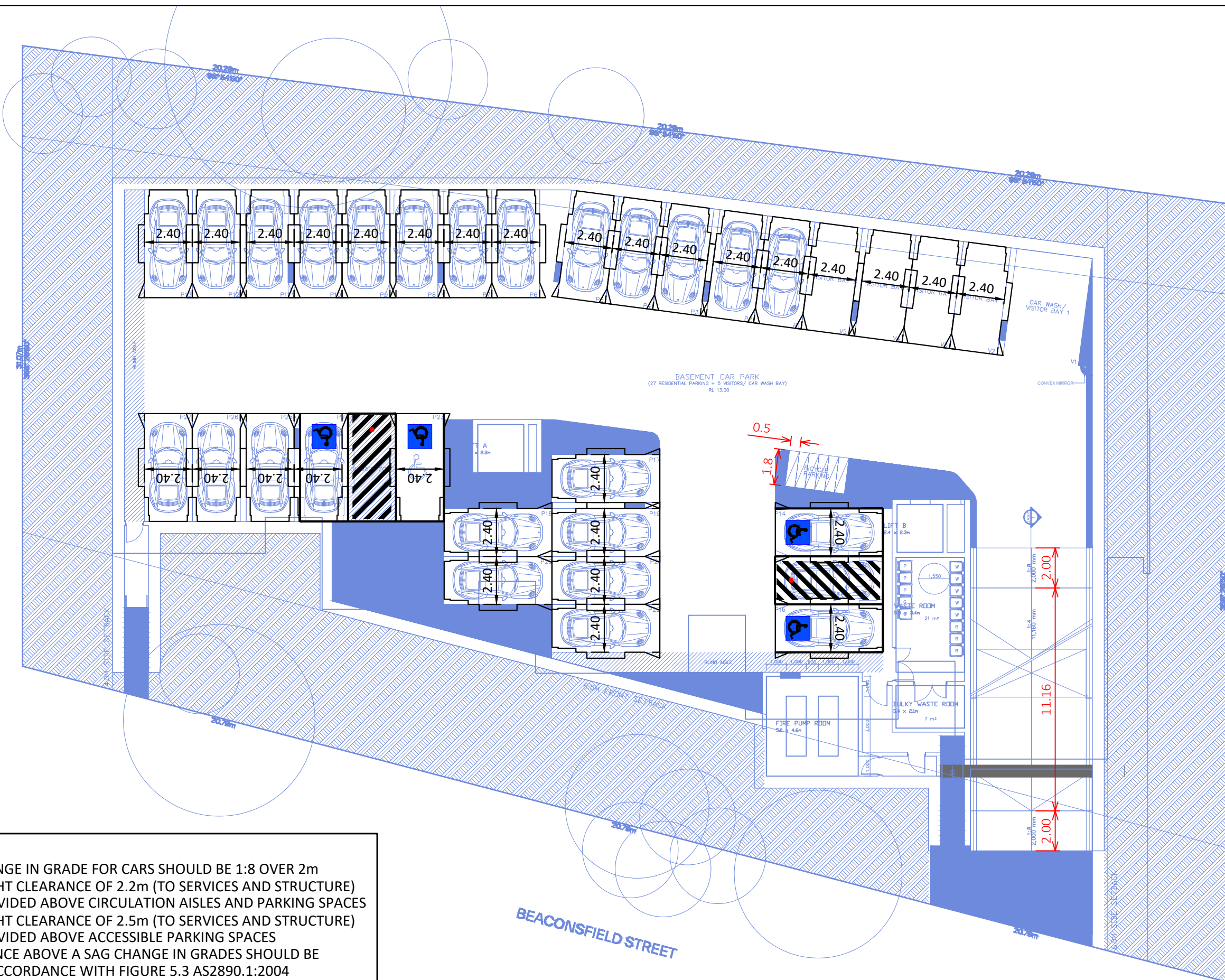
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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING
THE LOCATION OF UNDERGROUND SERVICES
ARE APPROXIMATE ONLY
THE EXACT LOCATION SHALL BE VERIFIED ON SITE.
ALL EXISTING SERVICES SHOULD BE NOT GUARANTEED.

GenesisTraffic



NOTES:

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
- MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
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- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004

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

DRAWING REF NO. 23082-V1.3-SP

SHEET NO. 02 OF 08

ISSUE DATE 13 November 2023

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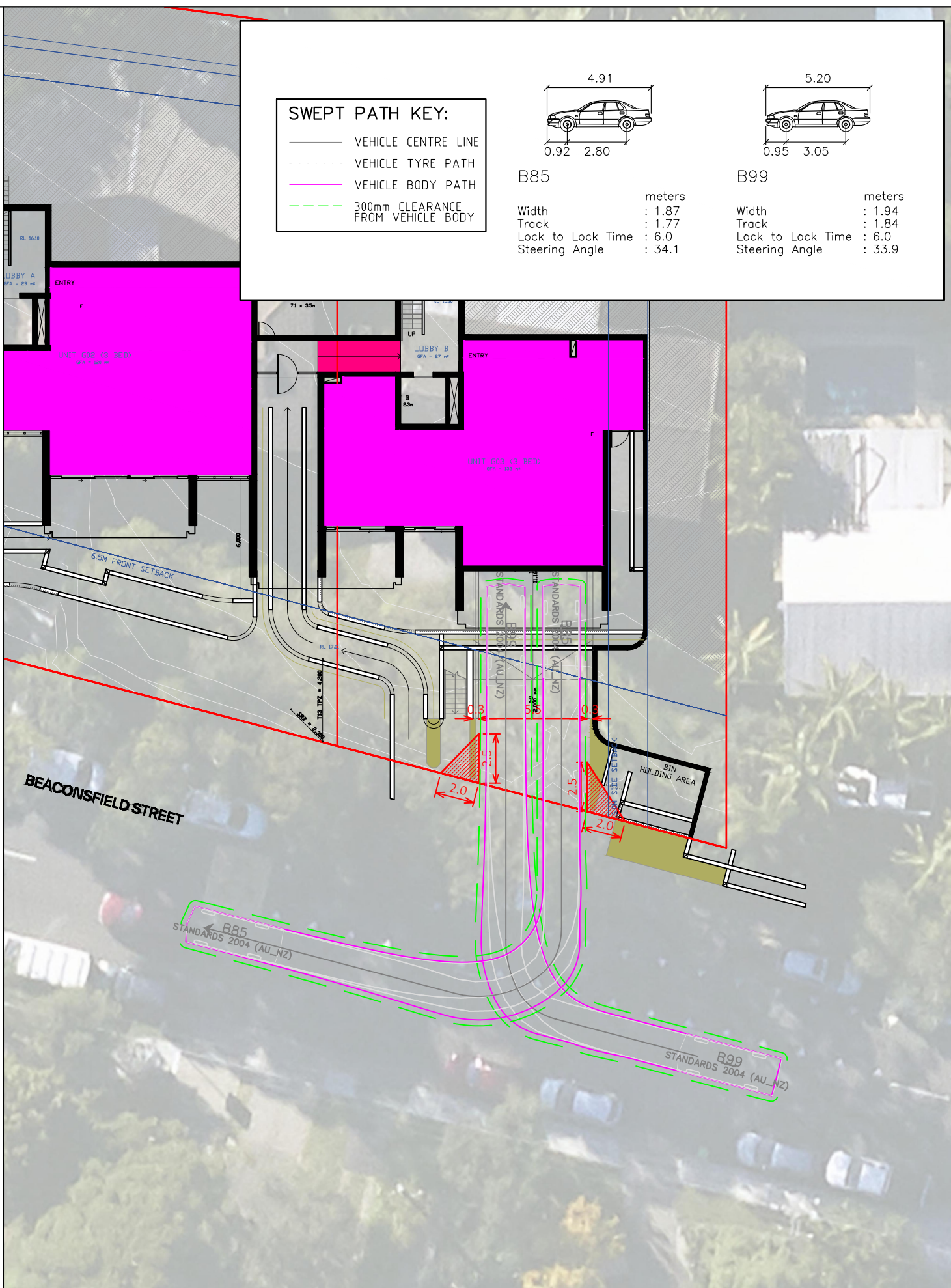
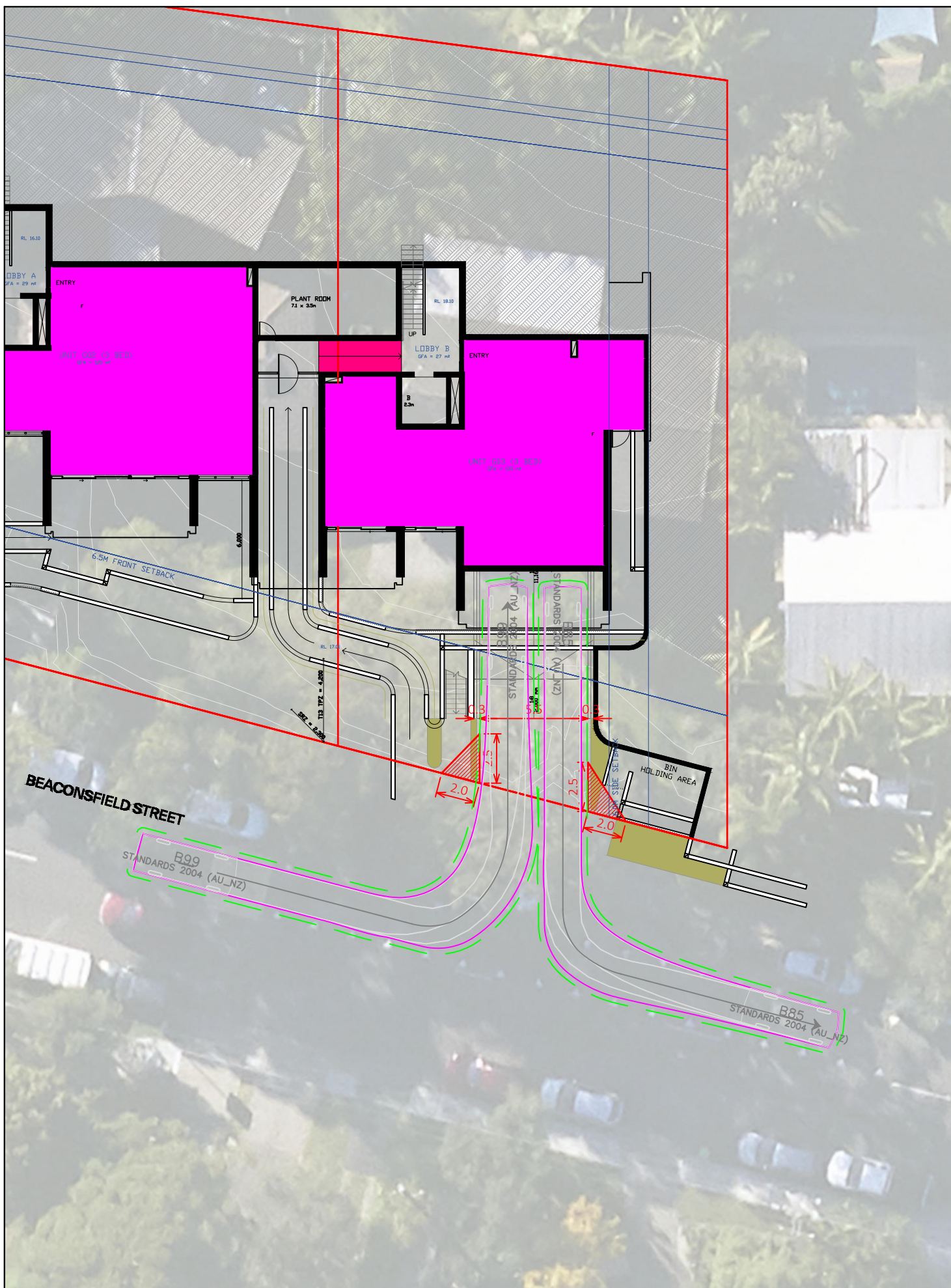
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SWEPT PATH KEY:

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

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

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54-58 BEACONSFIELD STREET, NEWPORT
 GROUND FLOOR LAYOUT
 SWEEP PATH ASSESSMENT
 DRAWING REF NO. 23082-V1.3-SP

SHEET NO. 03 OF 08

ISSUE DATE 13 November 2023

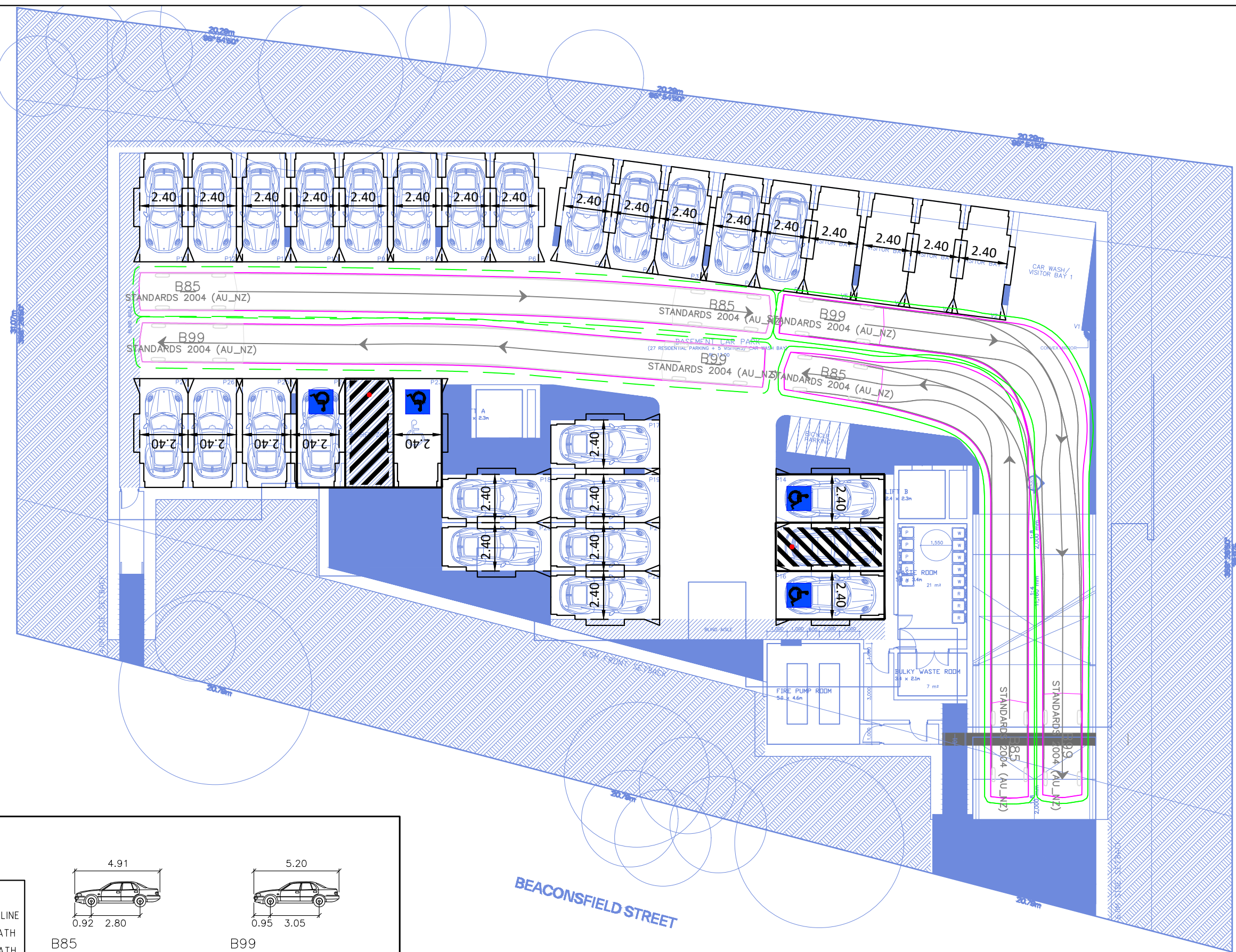
DESIGNED BY N.BORJA
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BEACONSFIELD STREET

SWEPT PATH KEY:

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

	B85	B99
Width	4.91	5.20
Track	0.92	0.95
Lock to Lock Time	2.80	3.05
Steering Angle	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-V1.3-SP

SHEET NO. 04 OF 08

ISSUE DATE 13 November 2023

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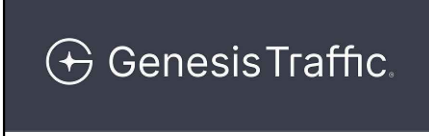
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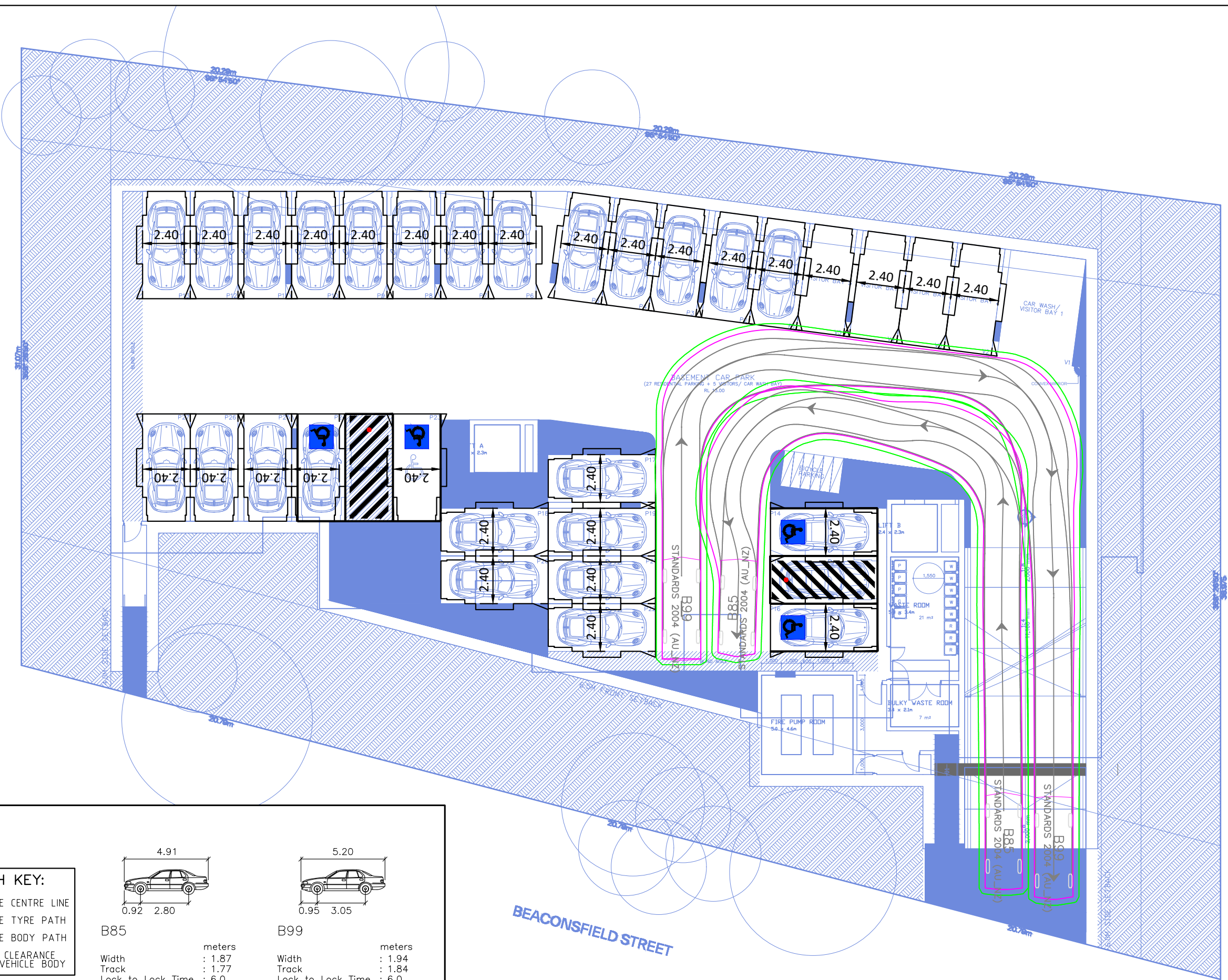
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SWEPT PATH KEY:

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

B85	B99
meters	meters
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

BEACONSFIELD STREET

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

DRAWING REF NO. 23082-V1.3-SP

SHEET NO. 05 OF 08

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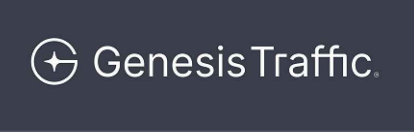
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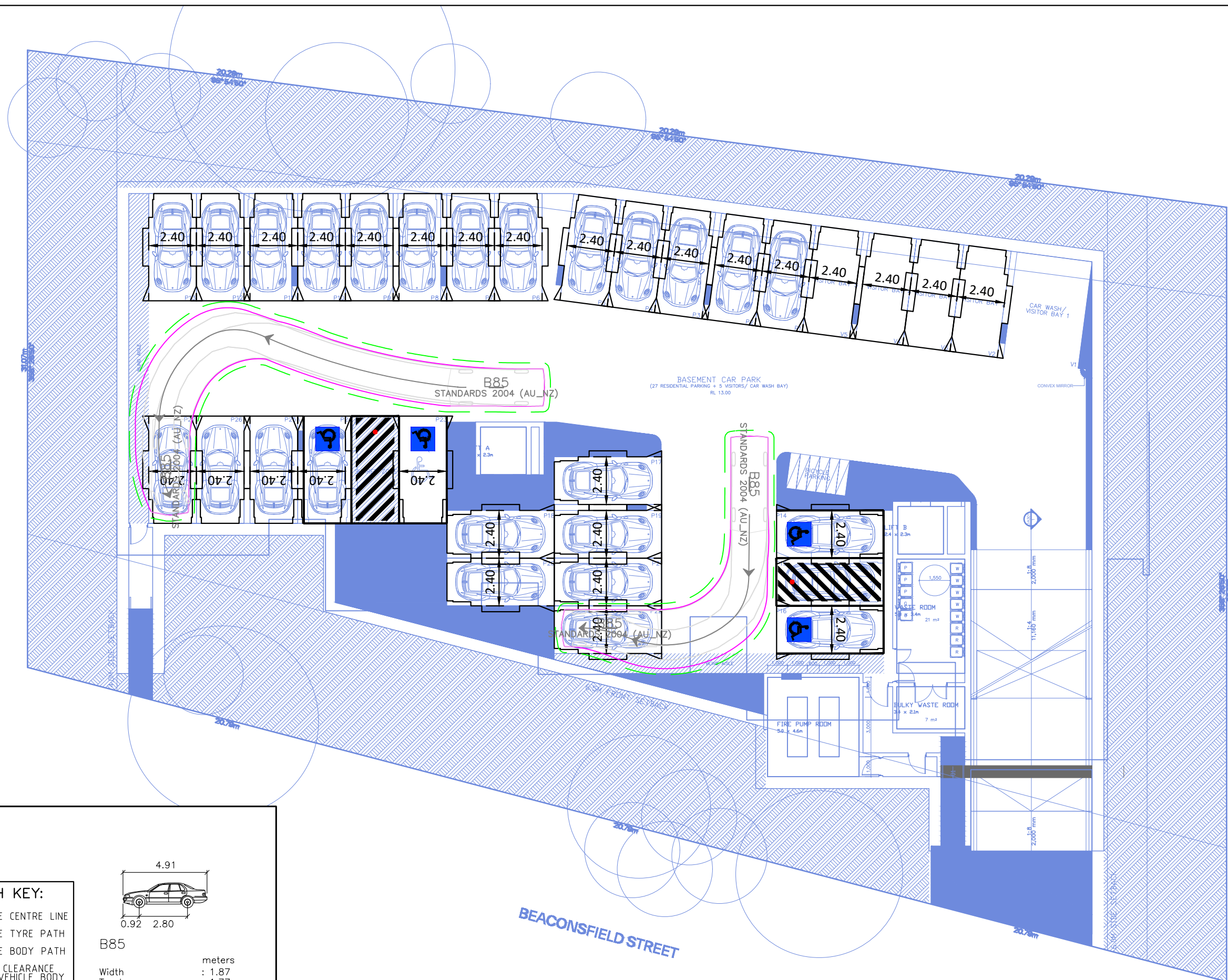
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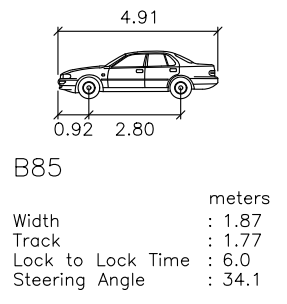
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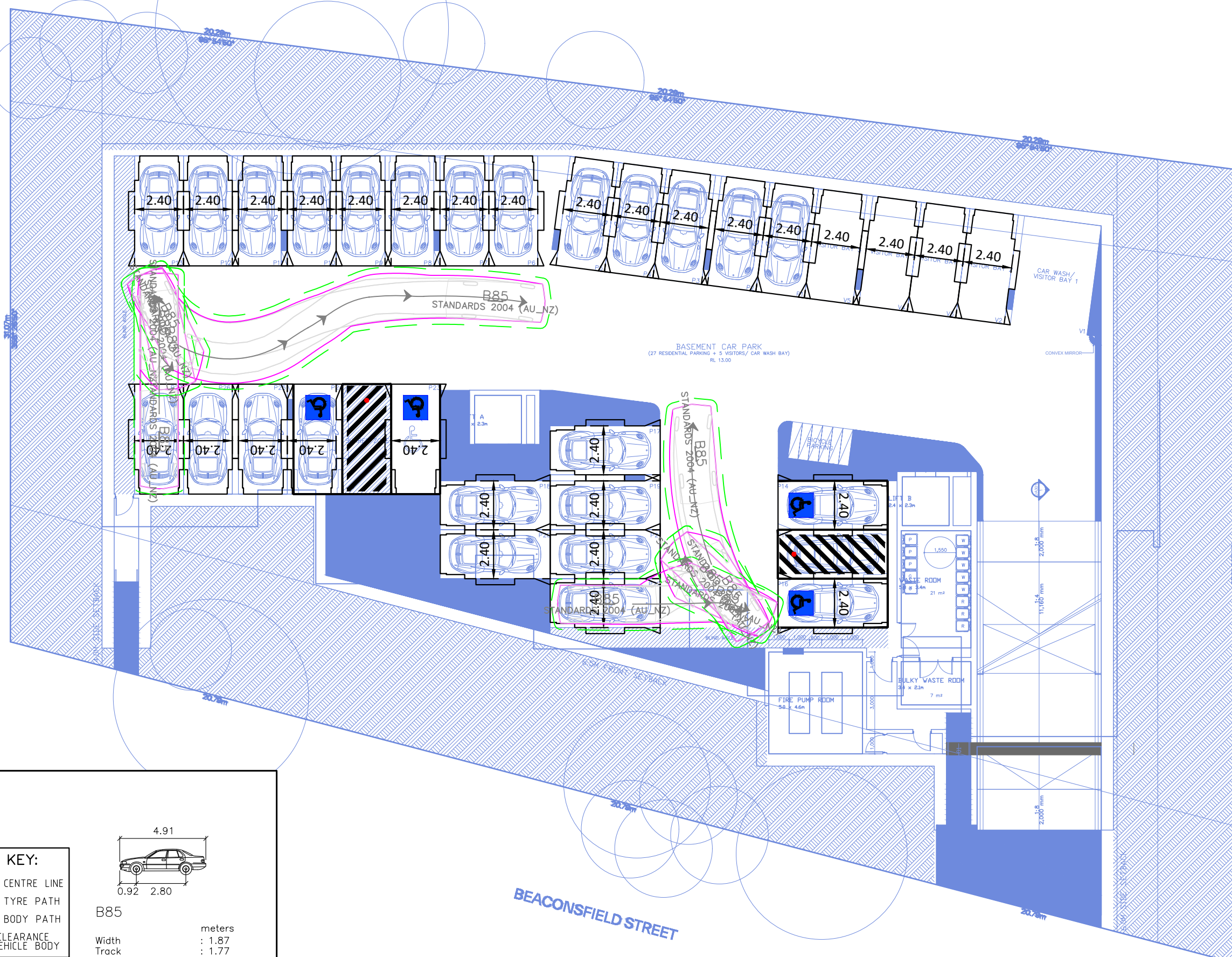


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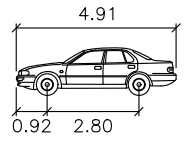
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SWEEP PATH KEY:

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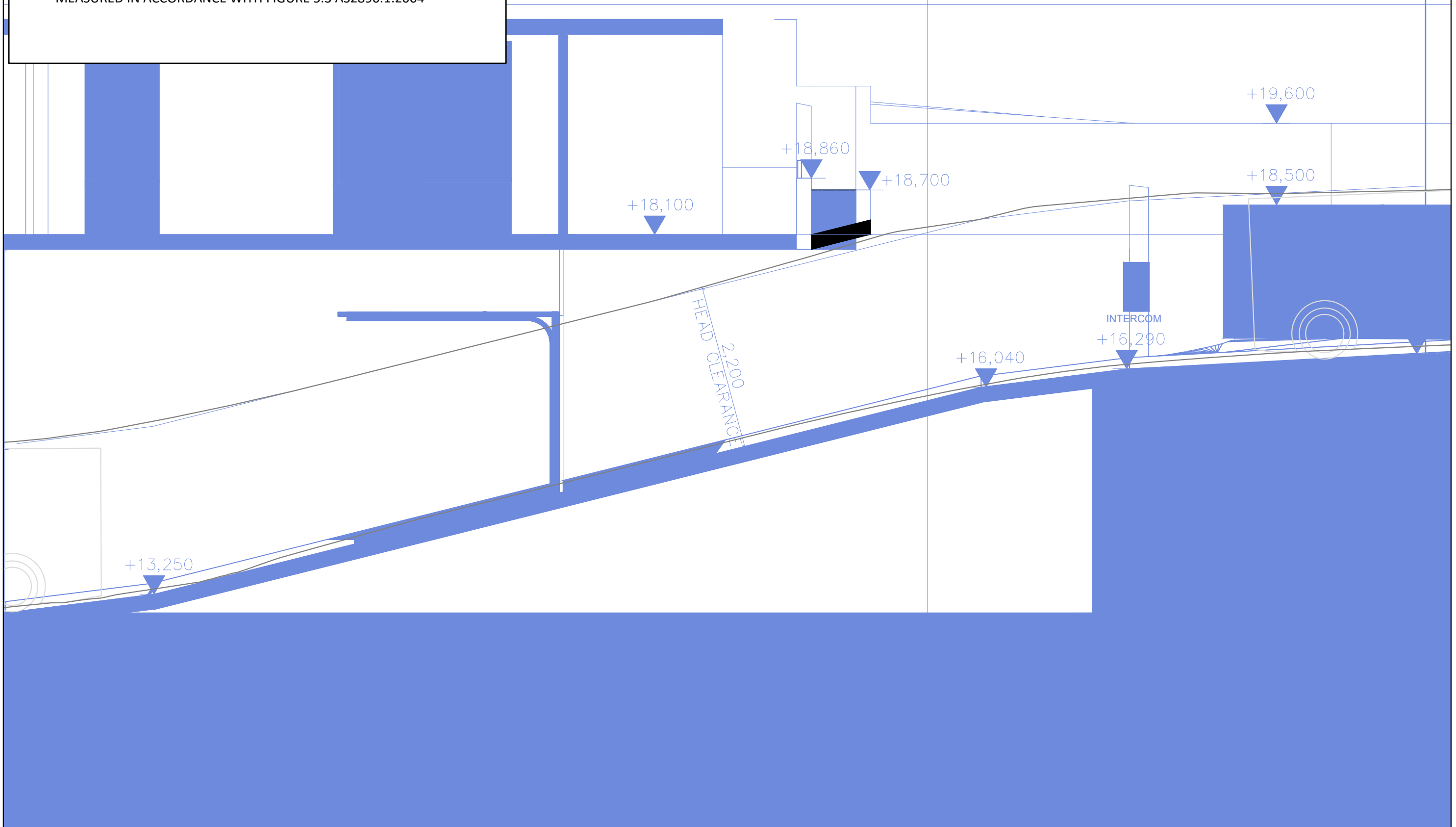
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54-58 BEACONSFIELD STREET, NEWPORT
GROUND FLOOR LAYOUT
CAR PARK DESIGN ASSESSMENT

DRAWING REF NO. 23082-V1.3-SP

SHEET NO. 08 OF 08

ISSUE DATE 13 November 2023

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SCALE
A3 0 0.5 1.0 1:50



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