
02nd August 2023

Attention: Peter Princi
Peter Princi Architects
PO Box 615,
Frenchs Forest NSW 1640

RE: Car Park Assessment
10 Florida Road, Palm Beach

Dear Peter,

ParkTransit were engaged by Peter Princi Architect to assess the vehicular access and car park layout of the residential dwelling houses located at 10 Florida Road, Palm Beach. The assessment has been undertaken with reference to its compliance with the Australian Standard for off-Street Parking facilities (AS2890.1-2004).

The subject site has a sole frontage located on Florida Road. The existing residential dwelling house includes an on-site parking provision of one car space – located on the lower ground floor (open air configuration). Vehicular access to the site is provided via a narrow driveway located on the Florida Road frontage. Based on the information provided to ParkTransit, we understand the residents currently enter in forward direction and reverses out of the site.

Given the subject site has a sole frontage on Florida Road which slightly curves on approach to the existing driveway – thus, the sight distance of the residents reversing out of the site is likely to be impacted/restricted by the curved geometry of Florida Road. This is considered potentially hazardous conditions for the resident reversing out of the site – thus, the existing driveway arrangement is unsafe for the residents.

In order to enhance the vehicular access arrangement to the existing dwelling house, the internal driveway will be redesigned to include a “mechanical turntable” which will allow residents to enter and exit in forward direction. The proposal involves retaining the location of the existing external driveway and the location of the car space.

Reviewed Plans

The construction plans were prepared by Peter Princi Architects and a copy of the plan is presented below and a full set of the architectural plans are presented in **Attachment A**:

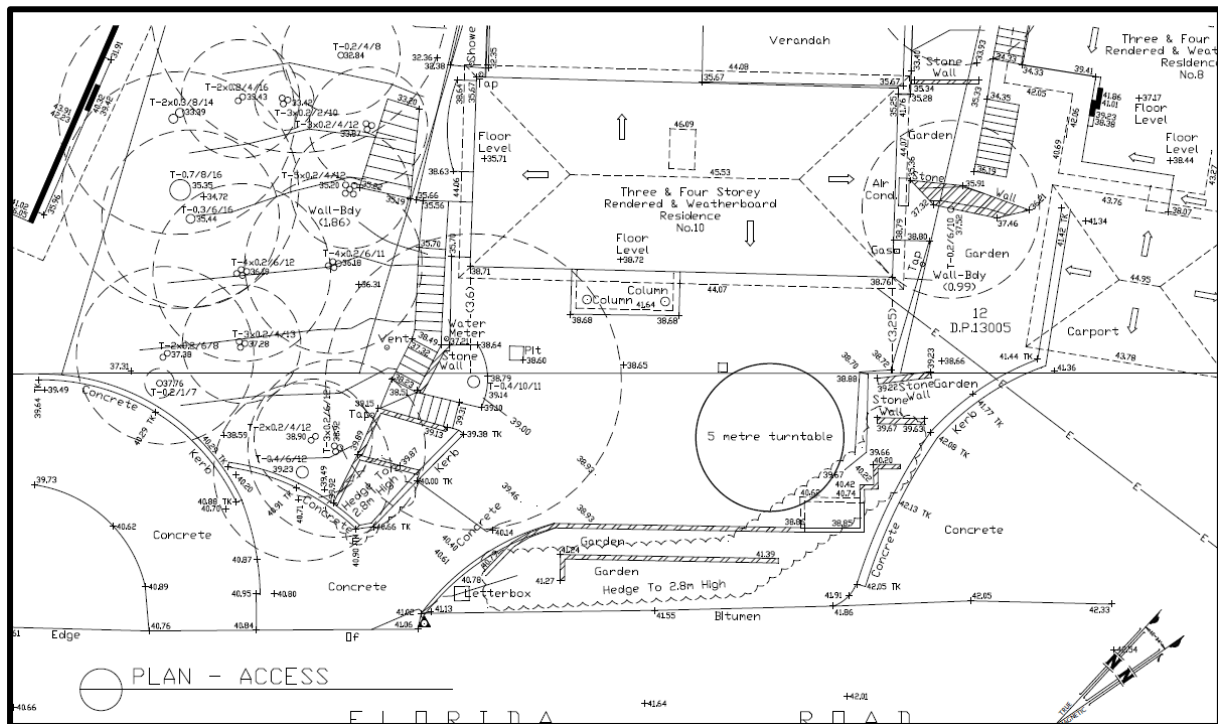


Figure 1 - Proposed Plan (Source Plans prepared by Peter Princi Architects)

Car Park Assessment

Table 1.1 of AS2890.1 provides a classification of the off-street parking facilities based on various land uses, which is essential in determining the associated parking space dimensions. The on-site parking spaces will be utilised by the residents therefore, the proposed parking represents a “Type 1A” user Class (which is associated with Residential and Employee Parking).

In relation to the Type 1A user class with 90-degree parking spaces, Figure 2.2 of the AS2890.1 specifies the following parking dimensions:

- Space width – 2.4 metres
- Space length – 5.4 metres
- Aisle width – 5.8 metres

Space Width and Door Opening Width

As part of the proposal, the existing car space servicing the residential dwelling will be retained. A review of the proposed plan indicates, the car space has a minimum parking space width of 3.0 metre and thereby, meeting the requirements of the Standard.

Pedestrian Sight Distance

In relation to the pedestrian sight distances Clause 3.2.4 (b) of the Standard stipulates the areas that are required to be kept clear of any obstruction and the figure overleaf indicates this requirement:

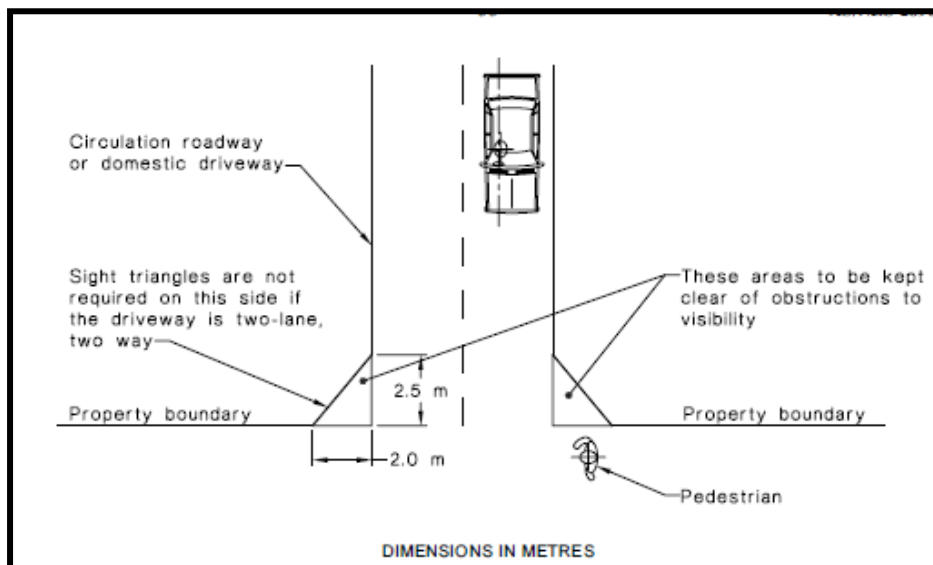


Figure 2- Minimum Sight Lines for Pedestrian Safety (Source AS2890.1-2204)

For vehicles exiting the car park, we recommend the area specified in Figure 1 is kept clear of any obstructions.

Height Clearance

AS2890.1-2004 recommends a minimum height clearance of 2.2m is required along the vehicle travel path and also within the parking spaces. The car space is located in the front yard (open air) of the existing residential dwelling house where there are no issues with the headroom.

Driveway Width

In relation to the driveway width associated with the Domestic Dwellings Clause 2.6.1 of the AS2890.1-2004 recommends a minimum width of 3.0 metres. The review of the plan indicates the proposed driveway width is in excess to 3.0m and therefore considered compliant.

In order to demonstrate access to the car space a performance assessment was undertaken using Auto Track vehicle modelling software. The swept path assessment was undertaken using the recommended Standard vehicle type (i.e., Standard B85th vehicle type). A copy of the swept path assessment is included as **Attachment B**.

The swept path assessment concluded for accessing car space, the resident enters in forward direction and to turn around and exit in forward direction, the resident will require the turn table to manoeuvre to enter the site whereas, the exit can be achieved with a single manoeuvre.

Driveway Gradient

The existing driveway gradient will be retained, and it is understood adequate vertical clearance is available and the residents accessing the site do not result in vehicle bottoming.

Conclusion and Recommendation

We conclude that the proposed parking space and access driveway arrangements is compliant with the relevant applicable Australian Standard for Off-Street Parking Facilities(i.e.AS2890.1-2004) for domestic driveway.

Sincerely,



Abdul Muneeb Mohammad

ParkTransit Pty Ltd

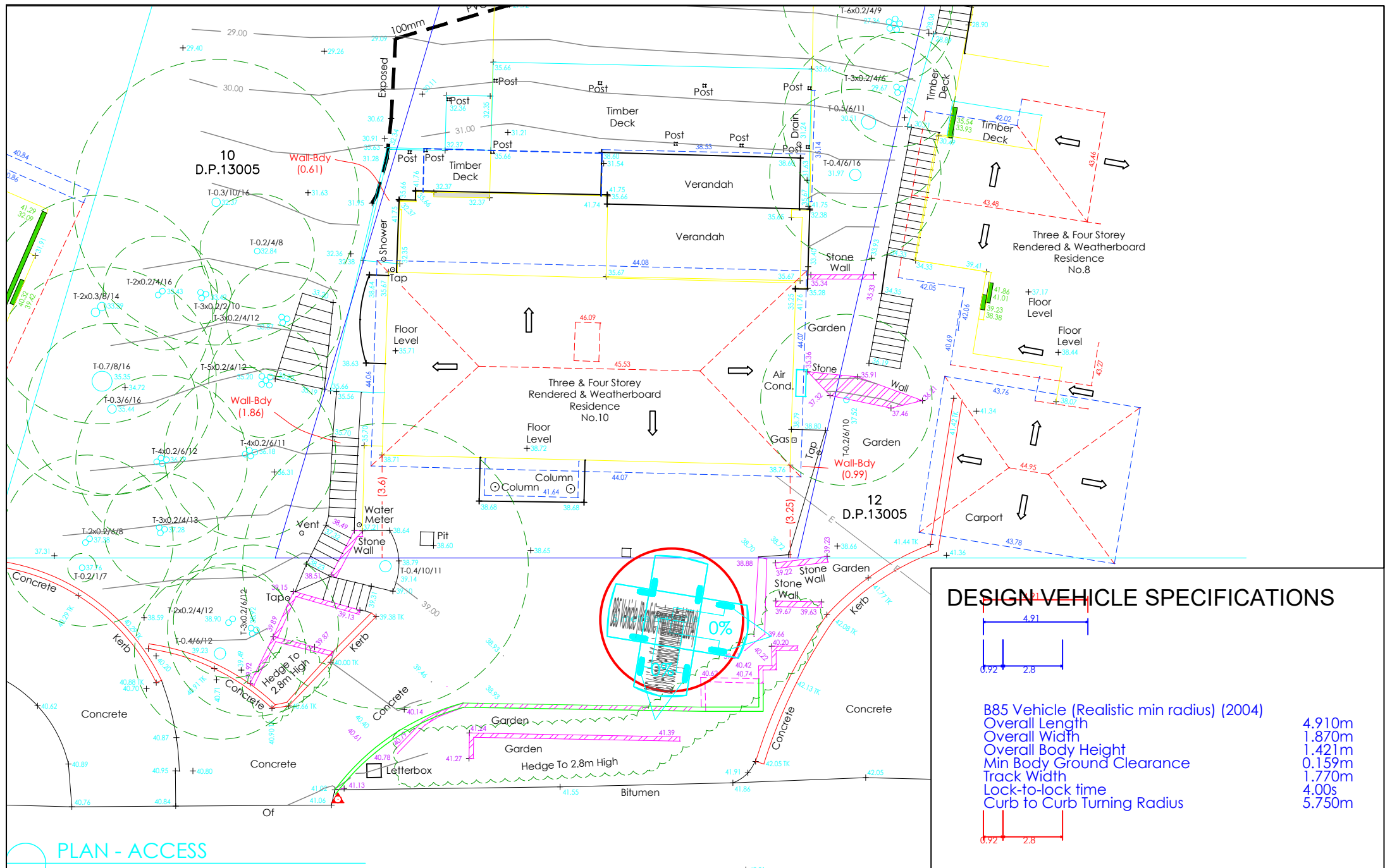
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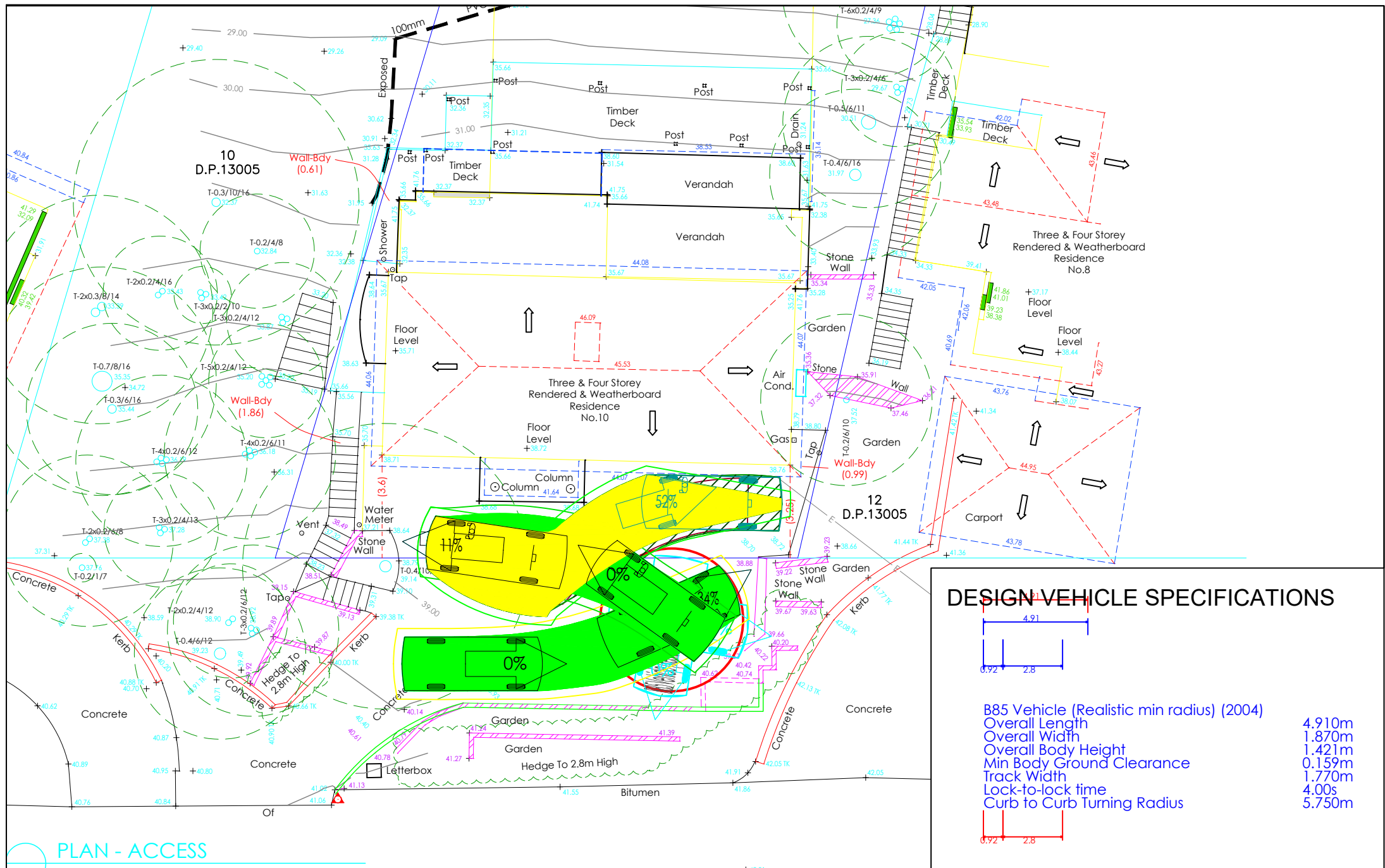
Attachment A – Copy of the Reviwed Architectural Plans

**Attachment B – Swept Path Assessment Demonstrating a Standard B85th Vehicle type
Accessing the Site**

Attachment B – Swept Path Assessment



	DRAWING TITLE- B85th VEHICLE TYPE OVERLAYED ON THE TURNTABLE		PROJECT NO - PT 10FRR01	SCALE - NTS
	CLIENT- PETER PRINCI ARCHITECTS		DRAWING NO - PT 10FRV01	DATE - 02/08/2023
	PROJECT ADDRESS - 10 FLORIDA ROAD, PALM BEACH		NOTES -	



DRAWING TITLE- B85th VEHICLE TYPE ACCESSING CAR SPACE

PROJECT NO - PT 10FRR01

SCALE - NTS

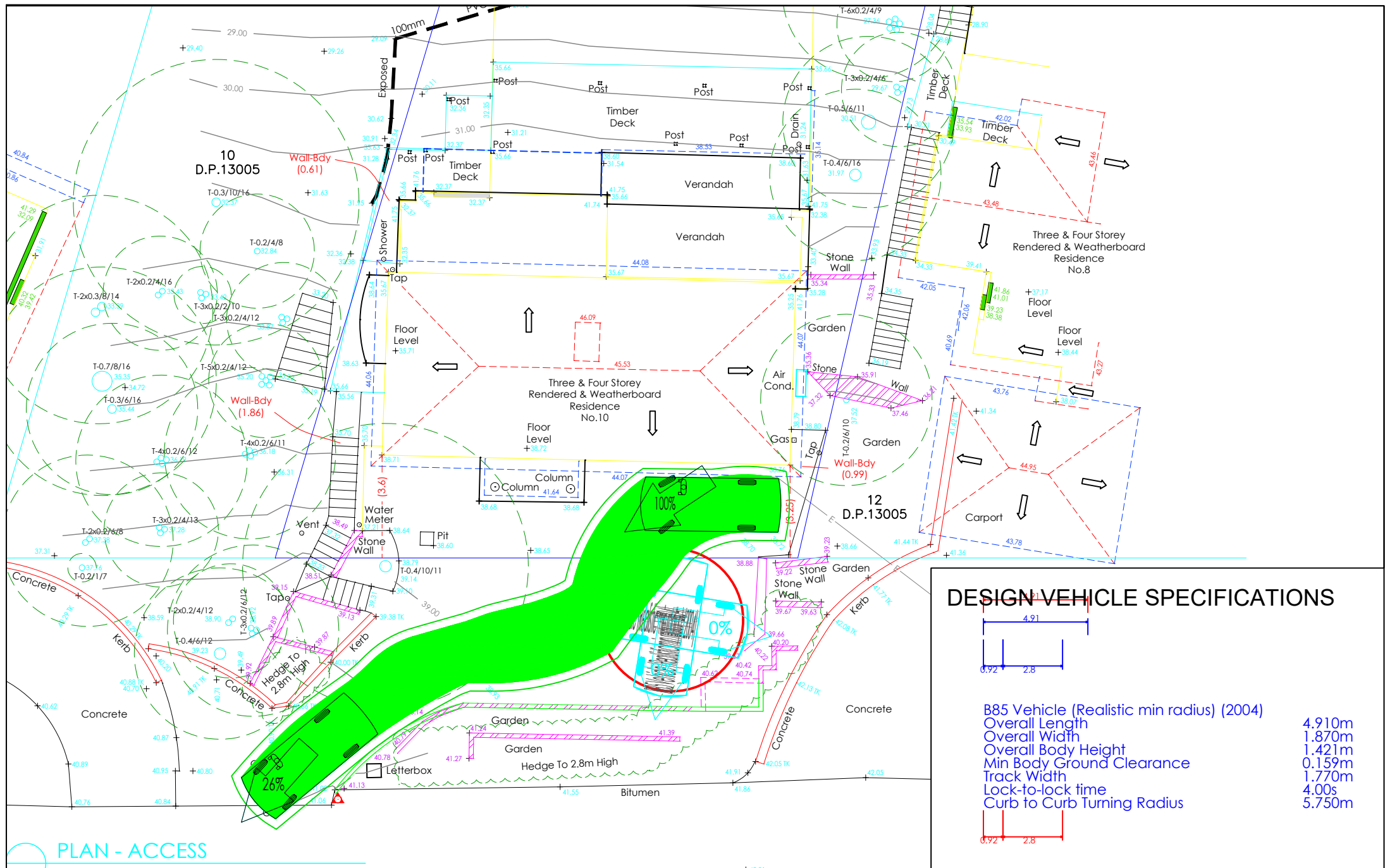
CLIENT- PETER PRINCI ARCHITECTS

DRAWING NO - PT 10FRV03

DATE - 02/08/2023

PROJECT ADDRESS - 10 FLORIDA ROAD, PALM BEACH

NOTES -



	DRAWING TITLE- B85th VEHICLE TYPE EXITING CAR SPACE	PROJECT NO - PT 10FRR01	SCALE - NTS
	CLIENT- PETER PRINCI ARCHITECTS	DRAWING NO - PT 10FRV02	DATE - 02/08/2023
	PROJECT ADDRESS - 10 FLORIDA ROAD, PALM BEACH	NOTES -	