

16 May 2024

Hunt Partners Lawyers
Level 13, St James Centre
111 Elizabeth Street
Sydney NSW 2000

Dear Sir / Madam

**Re: Affordable housing development – Corner of Browning Street and Bangalow road
Byron bay – Deferred Development Consent conditions 10.2020.651.1**

As requested, We have reviewed the Deferred development consent conditions in relation to on site vehicle access. We report as follows:

The deferred consent conditions relevant to this advice is conditions 1a. b) point 6 as indicated below:

- b) Plans to comply with the requirements of AS 2890.1-2004: Parking facilities, Part 1: Off-street carparking and AS 2890.2 – 2010 - Parking facilities, including but not limited to:
- Access in accordance with Council's standard drawing or AS2890
 - Redundant driveways to be removed and reinstated to match the existing verge and kerb & gutter
 - Left-in and left-out arrangement for the southern access
 - Left out only for the northern access
 - Manoeuvring diagram to cater for the entry and exit in forward direction of the maximum size refuse collection vehicle in accordance with Appendix B8.5 & B8.6
 - Manoeuvring diagram for commercial vehicles and car to include manoeuvring clearances of 0.5m and 0.3m respectively. Manoeuvring clearances must not encroach into building structures and other structures.
 - Internal access width to cater for the maximum sized vehicle and road capacity in accordance with AS2890
 - Dimensions, finished levels and grades demonstrating compliance with AS 2890

We note that the condition specifies that the clearance requirement for commercial vehicles is to be 0.5m. We also note that the condition immediately following states compliance with AS2890. We make the following points in regard to these:

1. The clearance requirements in AS 2890.2 – commercial vehicles are for vehicle turning paths to have 0.3m clearance when manoeuvring in and out of loading bays, and 0.3m clearance when travelling on the access pathway, with an additional 0.3m clearance on the outside path on any curved sections of the access road. Please refer to the code condition below.
2. The Deferred development condition in question is an increase on the requirements of the Australian Standard.
3. In regard to this site, given the constraints of the required access, we consider it reasonable to meet the detailed requirements of AS 2890 part 2.
4. The additional clearances specified in the deferred consent condition are an unreasonably onerous additional requirement, in our view.

5. We have shown the required pathway on our attached drawings for the SRV and the proposed MRV access to the site, in compliance with the AS2890 criteria, for your reference.

5.4 MANOEUVRING CLEARANCES

When using the turning and manoeuvring templates shown in Figures 5.1 to 5.4 and 5.8 to 5.10 the following manoeuvring clearances, shall be applied:

- (a) Low speed manoeuvres, e.g. when entering or leaving a service bay or parking bay
—300 mm on both sides of the vehicle.
- (b) Higher speed manoeuvres in the forward direction, e.g. negotiating access driveways and circulation roadways
—an additional 300 mm on the outside of the curve over the curved portion of the template.
- (c) For two vehicles passing one another
—300 mm on both sides of both vehicles plus a further 300 mm.

These clearances shall be added to the extremities of the swept path. The primary or low-speed clearances of 300 mm on each side of each vehicle have been shown as broken lines on the turning path templates in Figures 5.1 to 5.4. They have been omitted for clarity from Figures 5.8 to 5.10.

If you have any questions, please do not hesitate to contact the undersigned.

Yours faithfully



Peter Lucena
MIEAust CPEng NER RPEQ VBA
NSW Professional Engineer PRE0001648

Lucena Engineers Pty Ltd

TENNYSON STREET

BROWNING ST.

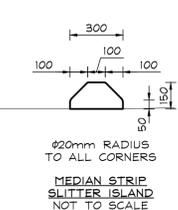
SEAVIEW ST.

BANGALOW ROAD

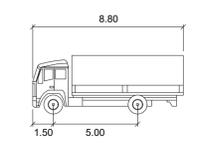
BROWNING ST.

KERB NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH A.S.2876 EXCEPT FOR DIMENSIONS ON THIS DRAWING.
2. ALL CONCRETE N25 MIN. IN ACCORDANCE WITH A.S.1379 AND A.S.3600.
3. REINFORCEMENT BARS TO A.S.1302, TRENCH FABRIC TO A.S.1304.
4. ALL DIMENSIONS IN MILLIMETRES.



MRV - MEDIUM RIDGID VEHICLE



Meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0 s

8000 LONG x 300 WIDE
MEDIAN STRIP SPLITTER ISLAND. 'KEEP LEFT' SIGN EACH END.



BDY. 40.25

BDY. 110.935

HOUSE 6

HOUSE 5

HOUSE 4

HOUSE 2

HOUSE 1

HOUSE 3

HOUSE 8

HOUSE 7

COM/MAN

HOUSE 9

BDY. 20.12

BDY.

'CAR SPACES SHIFTED 1300MM'

'CAR SPACES SHIFTED 500MM'

'CAR SPACE RELOCATED'

'CAR SPACE ROTATED'

SWEPT PATH
300mm VEHICLE CLEARANCE
REAR WHEEL TRACK
FRONT WHEEL TRACK

REVISIONS	ISSUE	DESCRIPTION	DATE
A	FOR CONSTRUCTION		20.09.22

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Lucena
CIVIL & STRUCTURAL ENGINEERS
t 02 6687 8182
www.lucena.com.au
office@lucena.com.au

PROJECT: PROPOSED TRUCK VEHICLE SWEPT PATHS
DRAWING TITLE: MRV TRUCK SWEPT PATH
AT LOT 2, DP 1206972, CORNER BANGALOW ROAD & BROWNING STREET, BYRON BAY
FOR G. HUNT

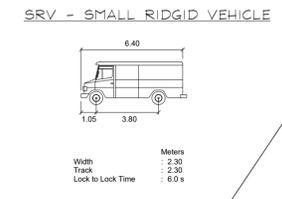
DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:100	A1
PROJECT REF No	DRAWING No	REVISION	
210343	VT1	A	

TENNYSON STREET

BROWNING ST.

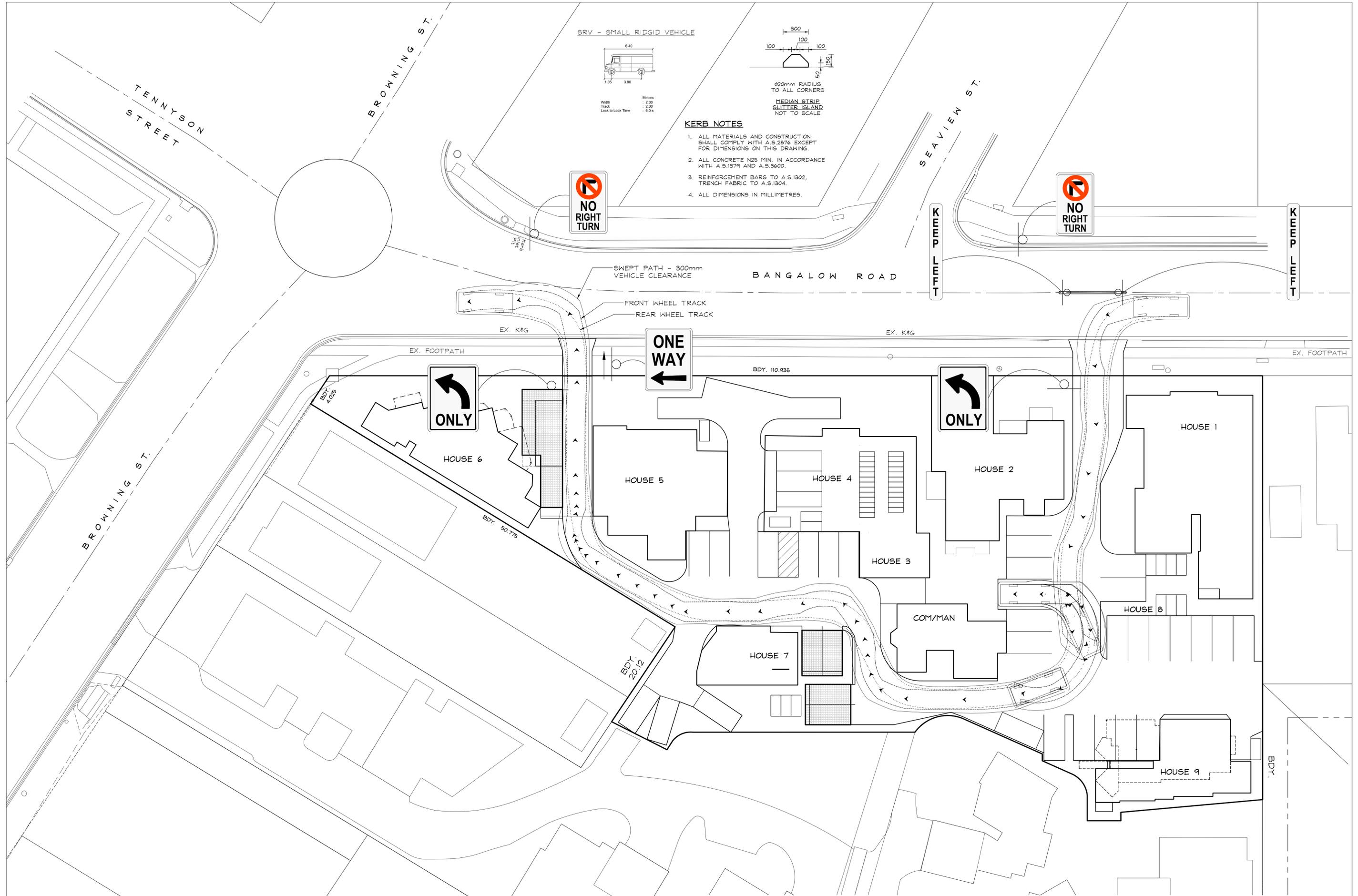
SEAVIEW ST.

BANGALOW ROAD



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CIVIL & STRUCTURAL ENGINEERS

t 02 6687 8182
www.lucena.com.au
office@lucena.com.au

PROJECT: PROPOSED TRUCK VEHICLE SWEEP PATHS

DRAWING TITLE: SRV TRUCK SWEEP PATH

AT LOT 2, DP 1206972, CORNER BANGALOW ROAD & BROWNING STREET, BYRON BAY

FOR G. HUNT

DESIGN	DRAWN	DRAWING SCALE	SHEET SIZE
PBL	WSA	1:100	A1
PROJECT REF No	DRAWING No	REVISION	
210343	VT2	A	