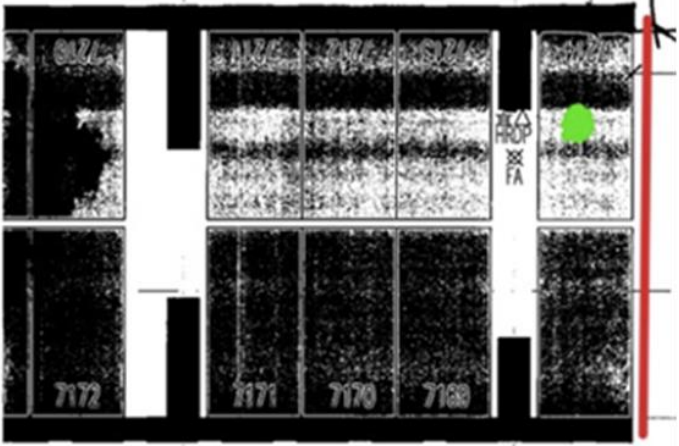


PAM PRACTICE BUREAU

CATEGORY C: PERMIT DELIVERY II [BUILDING CONTROL]

NO.	DATE	ENQUIRY	RESPONSE FROM TEAM
1.	25 August 2023	<p>[FURTHER INQUIRY: The initial inquiry was received on 21 October 2023]</p> <p>I trust this email finds you well. I would like to extend my gratitude for your prompt response and valuable assistance regarding our recent query. We appreciate your dedication to providing guidance and clarification on matters related to car park infrastructure.</p> <p>With regard to the content outlined in point 2 of the provided response on providing a clear path for pedestrians to follow and to improve safety in the car park by providing visual separation, I am writing to respectfully request additional clarification.</p> <p>Specifically, I am seeking further clarification on the obligatory nature of incorporating a dedicated pedestrian walkway, spanning a width of 600mm (excluding the inclusion of safety poles), within the framework of car park designs. This query pertains directly to the demarcation as indicated by the red line in the accompanying diagram, a visual representation that currently lacks the presence of a designated pedestrian pathway.</p>	<p>Thank you for your email and your continued interest in seeking further clarification regarding matters related to car parking infrastructure.</p> <p>As we mentioned in our previous response, we are currently unaware of any specific requirements for a 600mm pedestrian walkway with safety poles in car park designs especially at the side of the car park bay / turning as marked in the query. The guidelines and recommendations provided by JPIF and KPKT serve as references, however, they do not impose a one-size-fits-all standard for pedestrian walkways. In the absence of any requirements under Primary Legislation like the Street, Drainage and Building Act, Subsidiary Legislation such as the various versions of the Uniform Building Bye-laws or any Guidelines issued by the Local Authorities, we are unable to advise on how stakeholders or architects may be obliged to provide for such walkways.</p> <p>The inclusion of pedestrian walkways and their specifications can vary based on local requirements, project-specific considerations, and interpretations of safety standards. Therefore, since it is important to prioritize safety and functionality in your car park, we suggest that you discuss with the building management (i.e.; the Management Corporation / Joint Management Board) on how the safety of the car park may be improved upon for all stakeholders with consultation from JPIF.</p> <p>We hope the above has been of assistance to you and wish you well in your endeavours to improve your carpark.</p>

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NO.	DATE	ENQUIRY	RESPONSE FROM TEAM
		 <p data-bbox="436 702 1176 853">We understand the constraints on your time, and we sincerely thank you in advance for any further information you can provide. Your expertise is invaluable in guiding us toward a well-informed decision that prioritizes both safety and functionality.</p>	

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CATEGORY C: PERMIT DELIVERY II [BUILDING CONTROL]

NO.	DATE	ENQUIRY	RESPONSE FROM TEAM
2.	21 August 2023	<p>I trust this form finds you well. I am writing to respectfully seek your expert guidance on a matter concerning car park infrastructure. I have previously communicated my concerns to the project architect, and I am now reaching out to you for impartial advice.</p> <p>The focal point of my inquiry relates to a matter of safety, specifically the lack of a designated pedestrian walkway to facilitate the secure disembarkation of drivers and passengers from their vehicles and proceed towards the elevator, as indicated by the red line in the diagram attached (pedestrian_walkway.png). The car park in question is stipulated as 2400mm x 4800mm while the widths of the driveway are stipulated in the diagram.</p> <p>In reference to the "Garis Panduan Perancangan Tempat Letak Kereta 2018" (attached Garis_Panduan_Perancangan_Tempat_Letak_Kenderaan.pdf), I draw your attention to page 14, which is relevant to our project (Tempat Letak Kereta Bertingkat Jenis Berpodium). This document explicitly emphasizes the importance of an unobstructed pedestrian walkway, distinct from the vehicular driveway: "Laluan kenderaan hendaklah diasingkan dari laluan pejalan kaki dan OKU." & "Ruang pejalan kaki, koridor, jejantas, tangga atau laluan yang menghubungkan ke bangunan bersebelahan perlu disediakan." & "Pengasingan ruang perlu jelas mengikut kegunaan."</p> <p>Additionally, I initiated an inquiry with DBKL JPIF and have received a ticket ID: DBKL363719. The associated PDF ticket (ADUKL_20230718_DBKL363719.pdf) is enclosed. Following a discussion with a representative, I was provided with the guideline document GARIS_PANDUAN_TLK_KONVENSIONAL_2020.pdf (attached) which at page 2 mentioned "1.11 Laluan pejalan kaki 600 mm perlu ditunjukkan pada pelan dan diwarnakan". When I inquired about the mandatory nature of a walkway adjacent to the parking path, the response was affirmative, with</p>	<p>We refer to your query as submitted on 21 August 2023 and thank you for reaching out to Pertubuhan Akitek Malaysia (PAM) for guidance on your concerns regarding your car park infrastructure. We appreciate your thorough documentation of the issue and the references you provided.</p> <p>Regarding your query about the inclusion of pedestrian walkway in your car park, we would like to clarify as follows:</p> <ol style="list-style-type: none"> 1. Since the car-parking plans have been approved by the Jabatan Perancangan dan Infrastruktur (JPIF) Dewan Bandaraya Kuala Lumpur, the car park designs should have in principle, satisfied JPIF's requirements under their relevant guidelines and regulations. 2. The "Garis Panduan Perancangan Tempat Letak Kereta 2018" and Garis Panduan Tempat Letak Kereta, Laluan Keluar Masuk dan Edaran Trafik Dalam 2020 by DBKL states the dimensions and color scheme for the pedestrian pathway, which aim to provide a clear path for pedestrians to follow and to improve safety in the car park by providing visual separation between the designated pedestrian pathway, the car park lots, and the driveway. <p>There are unfortunately, no specific requirements for a 600mm pedestrian walkway with safety poles in car park designs.</p> <ol style="list-style-type: none"> 3. For developments that have been completed and handed over to the building owners, it is the Joint Management Board or Management Corporation's prerogative to further enhance the safety of the car park. This could include additional features such as bollards, pathways, speed humps, signage, convex mirrors, etc., to supplement the minimum requirements and recommendations by the Jabatan Perancangan dan Infrastruktur Dewan Bandaraya Kuala Lumpur. <p>We hope the above has been of assistance to you.</p>

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NO.	DATE	ENQUIRY	RESPONSE FROM TEAM
		<p>consideration given to site conditions (please refer to the screenshot of the WhatsApp conversation attached: Whatsapp_DBKL.png). It is of significance to observe that the width of our driveway conforms to the prescribed site conditions, even after making allowances for the inclusion of the pedestrian walkway (4600-600=4000), surpassing the minimum requirement of 3700mm stipulated in section 2.3 Lebar Lorong Sudut Sisi Laluan Satu Hala on page 3 of the document GARIS_PANDUAN_TLK_KONVENSSIONAL_2020.pdf.</p> <p>I have consulted the project architect, who asserts that the car park design aligns with JPIF car parking guidelines and has obtained DBKL approval based on the architectural plans. However, it is crucial to underscore that, with every submission to DBKL JPIF, there is a declaration of responsibility for the designs, specifications, and project execution by project architect: "Saya dengan ini bertanggungjawab sepenuhnya untuk rekabentuk-rekabentuk, spesifikasi-spesifikasi dan perjalanan kerja tersebut" (Example: BORANG-JPIF-1.pdf page 1). In light of this, I would like to emphasize that while DBKL provides guidelines and approves plans, the architect bears the ultimate responsibility for implementing the proposed design.</p> <p>The turning path holds a pivotal role within our facility, serving as a conduit for vehicle egress from the premises. Regrettably, the existing parking layout in close proximity to the turning path presents an impending hazard to both motorists and pedestrians due to the absence of a designated walkway. Evident in the image provided (Tire_Mark.png) are tire marks stemming from the vehicular flow that have encroached upon the parking area. This situation not only gives rise to operational inconveniences but also substantially elevates the potential for accidents involving both drivers and pedestrians, particularly during periods of peak traffic when the area contends with heightened vehicular activity.</p>	

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NO.	DATE	ENQUIRY	RESPONSE FROM TEAM
		<p>Considering these points and acknowledging my non-professional background in architecture, may I kindly request your expert confirmation regarding the mandatory inclusion of a 600mm pedestrian walkway with safety poles in the aforementioned car park design?</p> <p>Thank you for your time and attention to this matter. Your professional insights would greatly assist in addressing this concern effectively.</p>	