

30 March 2020

Mr Anthony Boskovitz
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**UPDATED TRAFFIC, PARKING & VEHICULAR STATEMENT – POST S34
L&EC CASE NUMBER 2019/00400470
PROPOSED BOARDING HOUSE DEVELOPMENT
WITH BASEMENT PARKING
6 EDITH STREET, KINGSWOOD**

Hemanote Consultants have reviewed the latest amended architectural plans for the proposed boarding house development at 6 Edith Street, Kingswood, in relation to the traffic, parking and vehicular access matters raised in the Statement of Facts and Contentions filed on 31 January 2020 for LEC case number 2019/00400470 and following the Section 34 conference held on 09 March 2020.

A reduced copy of the amended architectural plans prepared by Designcorp Architects (Drawings No. C3, C4, C5 and C9, Issue A, dated 19/03/2020) and attached in Appendix 'A' of this statement. This updated statement provides the following additional information and justification.

Amended proposed development plans

The proposed development has been further amended to address the issues raised in the Statement of Facts and Contentions and at the Section 34 conference.

The number of proposed boarding rooms has been reduced from thirteen (13) to twelve (12) rooms and the number of car parking spaces in the basement level has also been reduced from seven (7) to six (6) car spaces, including two (2) accessible car parking spaces and an adjacent shared zone, while maintaining the number of motorcycle and bicycle parking spaces

This and the following 49 pages is
the annexure marked "E" referred to in the
Affidavit of Anthony Boskovitz
sworn / affirmed
at Edgedcliff this 31st day of July 2020
before me
[Redacted]

Solicitor / Katherine Boskovitz Tiffany Stolar

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at three (3) each. Vehicular access to and from the proposed basement level will be provided from Edith Street.

Contention – Traffic

Off-street Parking provision

- The Affordable Rental Housing SEPP 2009 requires car parking to be provided at a rate of 0.5 parking spaces for each boarding room for a development in an accessible area. The ARHSEPP also requires parking for motorcycles and bicycles to be provided at a rate of 1 per 5 boarding rooms. Therefore, according to the ARHSEPP, the proposed boarding house for twelve (12) rooms is to provide six (6) car parking spaces, three (3) motorcycle spaces and three (3) bicycle storage spaces.
- The proposed basement level provides for a total of six (6) car parking spaces, including two (2) accessible parking spaces with an adjacent shared zone and a bollard, in addition to three (3) motorcycle spaces. Three (3) bicycle storage spaces are also provided on ground level near the lift.
- Therefore, the proposed off-street parking provision is adequate for the proposed development and in compliance with the ARHSEPP requirements.

Vehicular Access & Traffic Control System

- The proposed User Class 1 development requires a Category 1 access driveway crossing, in accordance with Table 3.1 of AS2890.1:2004, where a 3 to 5.5 metres combined entry and exit is required. The proposed vehicular access to and from the proposed off-street parking basement level will be via a new driveway crossing in Edith Street with a clear width of 5.5 metres, which is adequate.
- The first 6 metres from the property boundary along the internal driveway have a width of 5.5 metres, which is adequate in accordance with Clause 3.2.2 of AS2890.1:2004.

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- The proposed access driveway crossing provides for the clear splay on the exit side of the driveway (2.5m x 2m to and from the drivers' point of view) at the front boundary for exiting vehicles, in order to provide sight lines to pedestrians in accordance with Figure 3.3 of AS2890.1:2004 (shown below), and as shown on the ground floor plan attached in Appendix 'A' of this report.

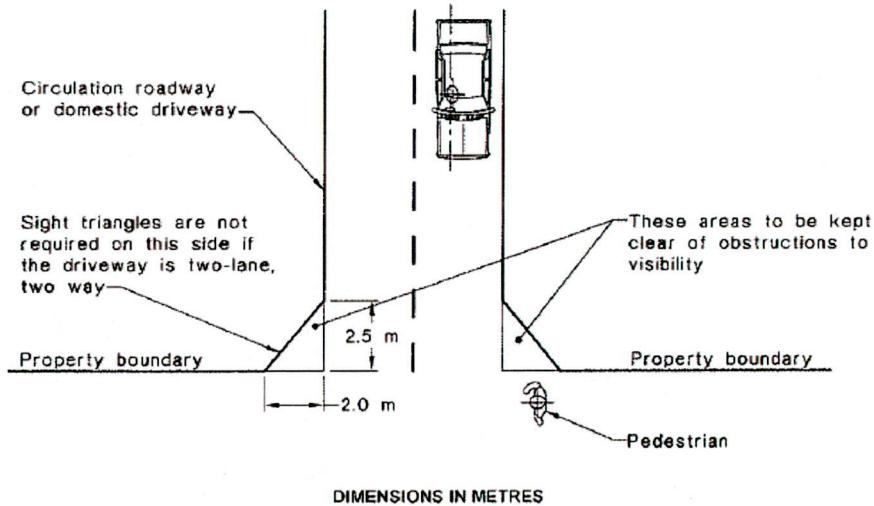


FIGURE 3.3 MINIMUM SIGHT LINES FOR PEDESTRIAN SAFETY

- The proposed location of the access driveway in Edith Street complies with the requirements of Figure 3.1 of AS2890.1:2004.
- The proposed internal vehicular ramp has a clear width of 3.4 metres, in addition to a 300mm kerb on either side, which is adequate in accordance with Clause 2.5.2 of AS2890.1:2004.
- This internal vehicular ramp has a short length of approximately 10 metres and will provide for two-way traffic (one-way movement at any one time), where a traffic control signal system (red / green lights) with associated motion sensors/cameras will be installed at

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either end of the ramp, to manage two-way traffic flow of vehicles into and out of the basement level.

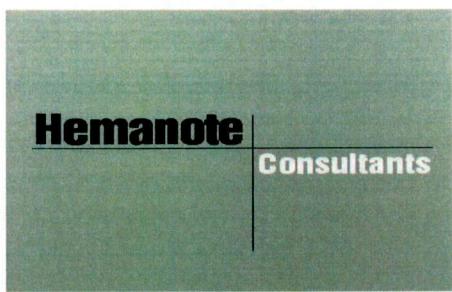
- The first 6 metres within the site provide an internal driveway clear width of 5.5 metres with a vehicle waiting/holding bay.
- A traffic convex mirror will also be installed at the bottom of the ramp in the basement, to provide further assistance with sight lines of approaching traffic within the parking area and along the vehicular ramp, as shown on the basement floor plan attached in Appendix 'A' of this report.
- The Traffic control signal system is intended to work in a way, where a default green light priority will be given to vehicles entering the site from Edith Street. The signal system will include four (4) sets of red / green lights, where one set will be installed at the top of the ramp near the front boundary line, and three sets will be installed in the basement level (i.e. one set in front of the two accessible car spaces No. 1 and 2, one set in front of car spaces No. 3 and 4 and one set in front of car spaces No. 5 and 6, with each of the 6 car parking spaces having its own motion metal sensor/detector). The traffic signal system will operate in conjunction with motion sensors/cameras and in synchronisation with the red / green lights, where only one of the four sets of lights will turn green at any one time (with default priority given to vehicles entering the site).

Any parked vehicle in the allocated six spaces in the basement will not proceed out of the space unless it has a green light to do so. A driver wishing to leave the car space will be required to be seated in their vehicle and move only slightly within the space up to a certain point (to be line marked in front of the space) to be detected by its motion sensor, to indicate to the synchronised control system that the vehicle in this particular space wishes to leave. The system will then check and give the green light for this driver to leave, while all other signals turn red. The driver then proceeds out of the car space and then up the ramp towards the street. In simple terms, each car parking space becomes a vehicle waiting bay as well, till it gets a green light to proceed out of the car space. Once

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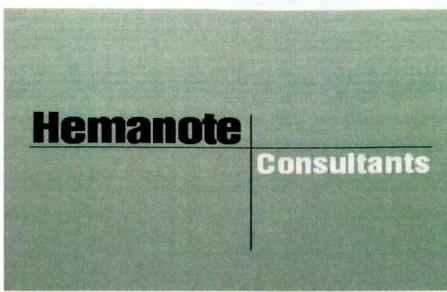
all of the six car parking spaces are detected to be occupied, then the traffic signal at the top of the ramp near the front boundary of the site will turn red, as the car park is full.

- The proposed vehicular access driveway and ramp layout has been approved and implemented in other Development Applications with the Penrith LGA and other local Council areas. Some examples of similar approved vehicular access layout for boarding house developments is listed below and their Council stamped plans are attached in Appendix 'C' of this report.
 - Approved boarding house at 1 Edna Street, Kingswood with basement level parking for 8 car parking spaces (DA18/0810), approved by Penrith City Council.
 - Approved boarding house at 38-40 Manning Street, Kingswood with basement level parking for 19 car parking spaces (DA17/1354), approved by Penrith City Council.
 - Approved boarding house at 95 Second Avenue, Kingswood with ground level parking for 4 car parking spaces (DA17/0710), approved by Penrith City Council.
 - There have been also other similar approved developments that Hemanote Consultants were involved in, including an approved Residential Flat Building at 46 Bellevue Road, Bellevue Hill with basement level parking for 12 car spaces (DA235/2016/4), approved by Woollahra Council on 15/03/2019 and recently constructed. Approved plans also attached in Appendix 'C' of this report.
- In addition to the above information, the following should be noted when considering the proposed vehicular access arrangements for the subject site:
 - The proposed development is residential in nature, which means that the typical morning vehicle trips will be parked vehicles in the basement leaving the site during morning peak periods to travel to work, school, college or shopping ... etc, with very low number of vehicles expected to enter the site during this time. The opposite is expected to take place across the late afternoon and early evening peak period, where the majority of traffic generated by the subject site is expected

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to be arriving at the site, rather than leaving the site. Therefore, the conflict between vehicles arriving the leaving the site at the same time would be minimal and often non-existent.

- The basement parking level accommodates only six (6) car parking spaces which is a small number of spaces and the expected traffic generation would be low. The vehicular ramp is short and is approximately 10 metres in length. Therefore, the conflict between vehicles arriving the leaving the site at the same time and/or having to wait for each other would be minimal and is easily and quickly managed.
- Clause 3.2.2 of AS2890.1:2004 requires the first 6 metres of the internal driveway from the property boundary to be a minimum of 5.5 metres wide (which is the case for the subject proposed development) and allows for lesser width down to a minimum of 3 metres, subject to consideration of traffic volumes on a case-by-case basis, which is considered to be a reasonable application of the standards and its flexibility to apply an alternative design or solution, where it is appropriate and reasonable.

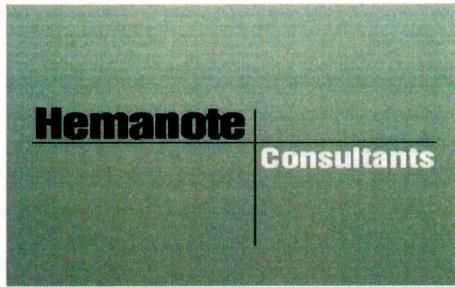
Basement parking layout

- The revised layout of the on-site basement parking area and manoeuvring arrangements has been designed to enhance vehicular access, where vehicles can enter and exit the site in a forward direction at all times without the need to make more than a 3-point turn, through the provision of adequate internal aisle width and turning space, as demonstrated in the B99 and B85 vehicle swept paths diagrams attached in Appendix 'B' of this report.
- AS2890.1:2004 Parking facilities Part 1: Off-street car parking requires a minimum parking space width of 2.4 meters (for class 1 parking) and a minimum length of 5.4 meters. The off-street car parking spaces for have a minimum width of 2.4 metres (with the four car spaces located to the east of the car park having a width of 2.6 metres) and a length of 5.4 meters each, which is adequate.

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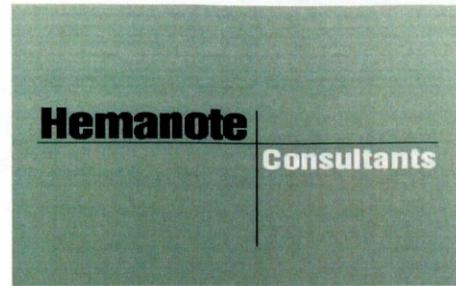


- The accessible car parking spaces have a width of 2.4 metres each, in addition to an adjacent 2.4 metres wide shared/no parking zone with a bollard, which is adequate in accordance with AS2890.6:2009.
- Car parking spaces adjacent to walls or obstructions have been made wider than the minimum width, to accommodate full door opening in accordance with Clause 2.4.2 (d) of AS2890.1:2004.
- Clause 2.4.2 of AS2890.1:2004 requires a minimum aisle width of 5.8 metres for two-way aisles, adjacent to 90° angle parking. The proposed aisle within the basement level has a width of 8.57 metres, which is adequate for two-way traffic flow and for manoeuvring into & out of parking spaces.
- The proposed internal vehicular ramp has a clear width of 3.4 metres, in addition to a 300mm kerb on either side, which is adequate in accordance with Clause 2.5.2 of AS2890.1:2004.
- The vehicular ramp grades are within the maximum grade of 1 in 4 (25%) and a change in grade of 1:6.7 (15%) to prevent vehicle scrapping, with the first 6 metres within the site having a maximum grade of 1 in 20 (5%), which is adequate and in compliance with AS2890.1:2004.
- A minimum 2.2 metres headroom clearance to be provided from the car park level to the underside of all services conduits and suspended stormwater pipelines, in accordance with Clause 5.3.1 of AS2890.1:2004. A "Maximum headroom clearance 2.2m" sign is to be erected at the entrance to the car parking area and is to be clearly visible to all drivers. A 2.5 meters headroom clearance is provided above the accessible parking spaces and adjacent shares zone in accordance with Clause 2.4 of AS2890.6:2009.

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- All vehicular manoeuvring within the basement level has been designed and checked using the B99 and B85 design car turning paths from AS2890.1:2004 and Austroads. All vehicles are able to enter and exit the site in a forward direction at all times, without the need to make more than a 3-point turn. Refer to the reduced copies of the vehicle swept paths diagrams attached in Appendix 'B' of this report. A scaled copy of the swept paths diagrams is also provided separately to this report.
- Therefore, the parking layout and vehicular circulation are adequate for the proposed development and in accordance with the requirements of AS2890.1:2004 and AS2890.6:2009, where vehicles are to enter and exit the site in a forward direction at all times.

Conclusion

Given the above additional information and assessment, it is concluded that the proposed amended vehicular access and basement parking layout for the subject development is considered to be adequate and in compliance with AS2890.1:2004 and AS2890.6:2009, with adequate additional traffic control measures; and addresses the issues raised in the Traffic Contention of the Statement of Facts and Contentions and is worthy of being supported in its revised form.

If you would like to discuss any of the above information, please do not hesitate to contact us.

Yours sincerely

[Redacted]
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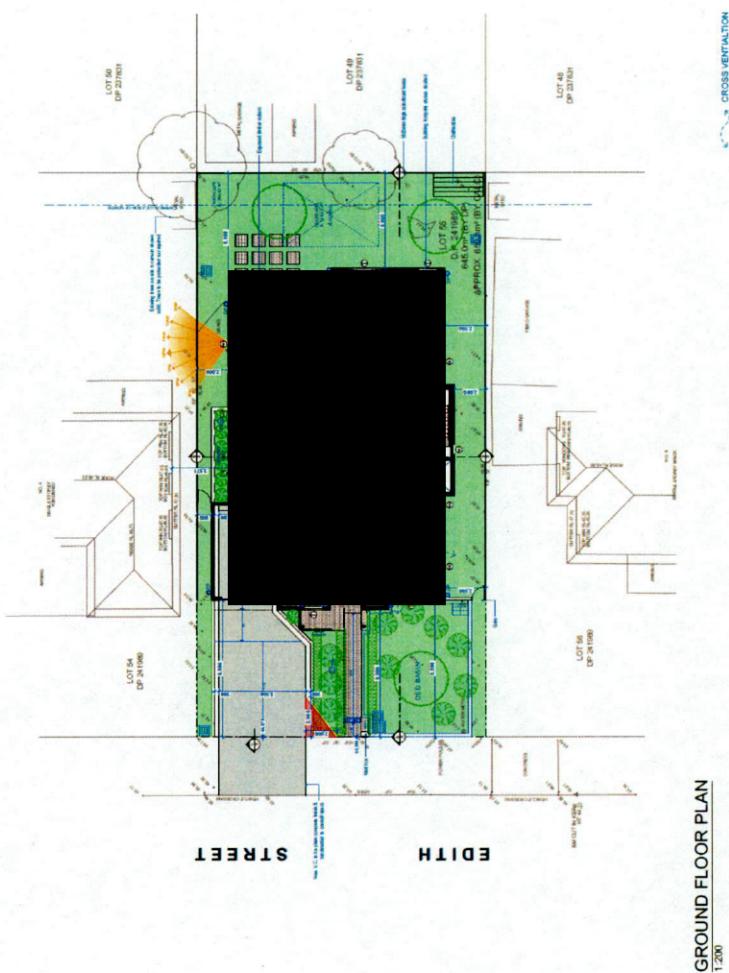
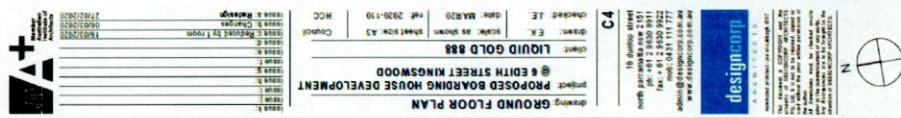


APPENDIX A – AMENDED DEVELOPMENT PLANS

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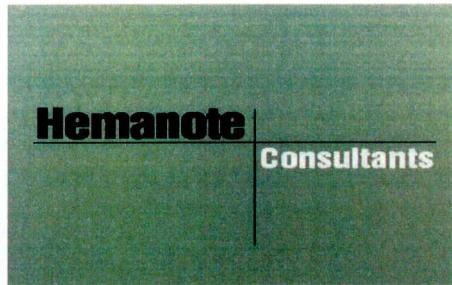
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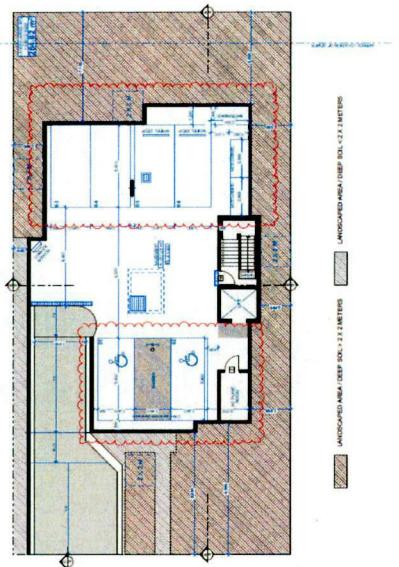
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TOTAL	0.000
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TOTAL NUMBER OF THERMALS	

LEPIDCP-COMPLIANCE TABLE					
CONTROL	REQUIRED	PROPOSED	Compliance	Proposed	Compliance
Size & Min. in. L2 Wall	4x5	4x5	YES	4x5	YES
Steel Frame/Steel	15m	12.5m	YES	15m	YES
Side-Brace	Average of 1m width per 100m or 5.5m	2m (2.5m (2.5m))	YES	5.5m	YES
Rein. Brace	4m or single storey film to be array building component	4m	YES	4m	YES
Lateral	40%	40%	YES	40%	YES
Bulky Height	more than 5.5m	8.4m	YES	8.4m	YES
Access to commercial m	1 hour	Business & 3 hours	YES	1.5m	YES
Solar Access	3 hours	3 hours	YES	3 hours	YES



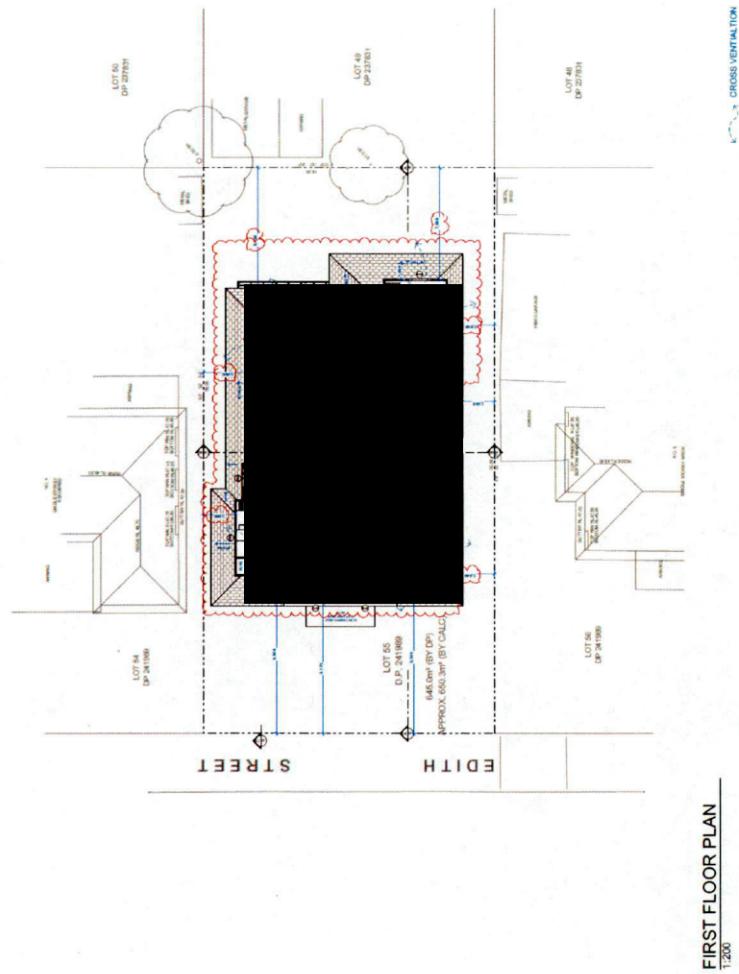
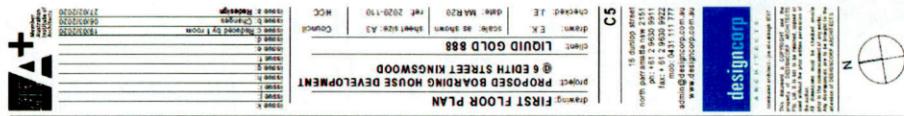
EDITH STREET

BASEMENT FLOOR PLAN
1:200

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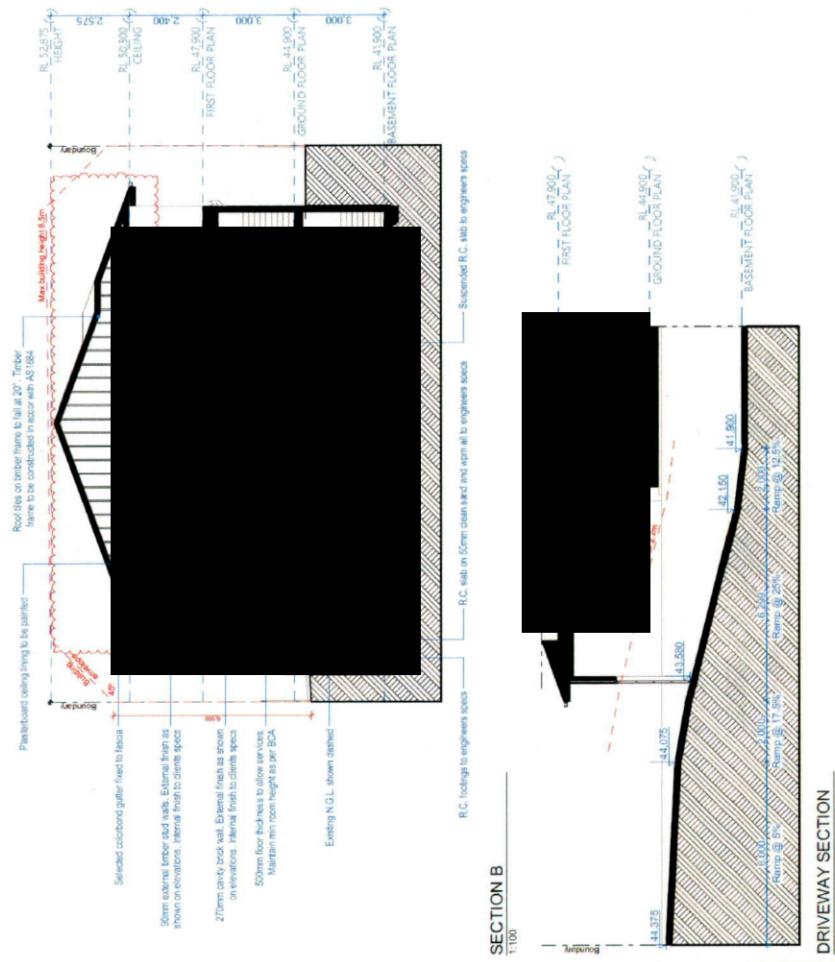
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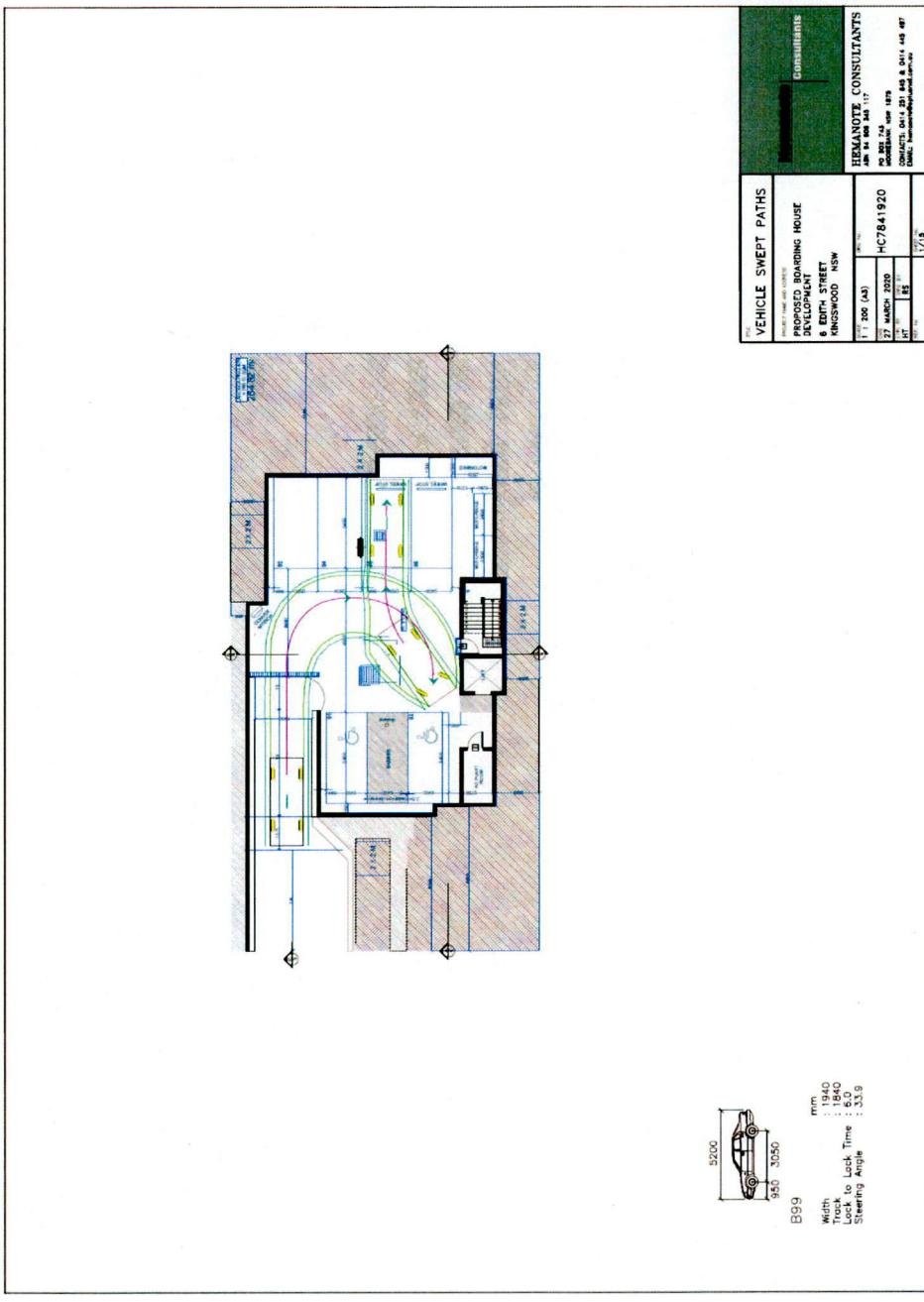


APPENDIX B – UPDATED VEHICLE SWEPT PATHS

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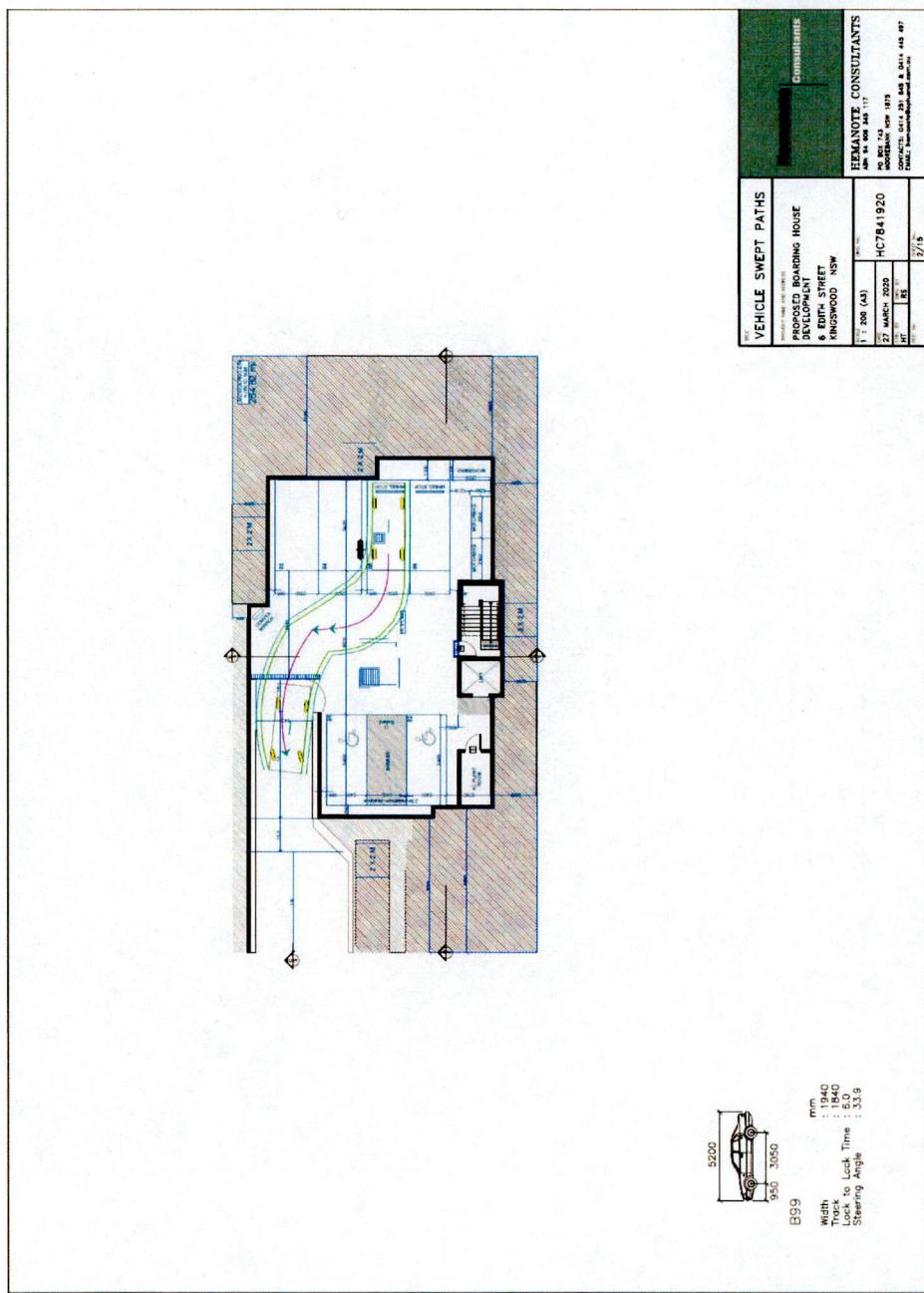
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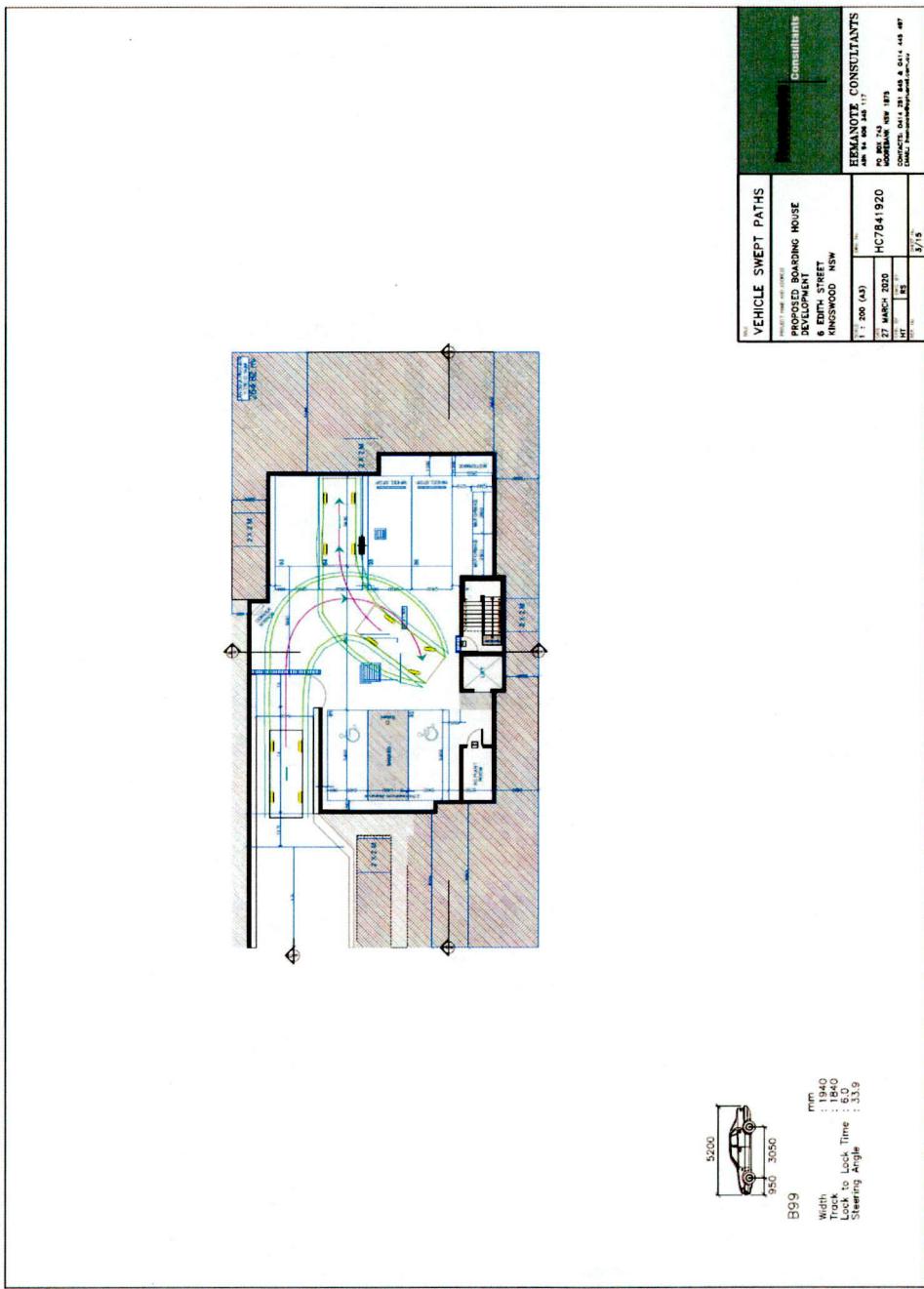
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Updated Traffic & Parking statement – post S34 – 6 Edith Street, Kingswood – 30/03/2020

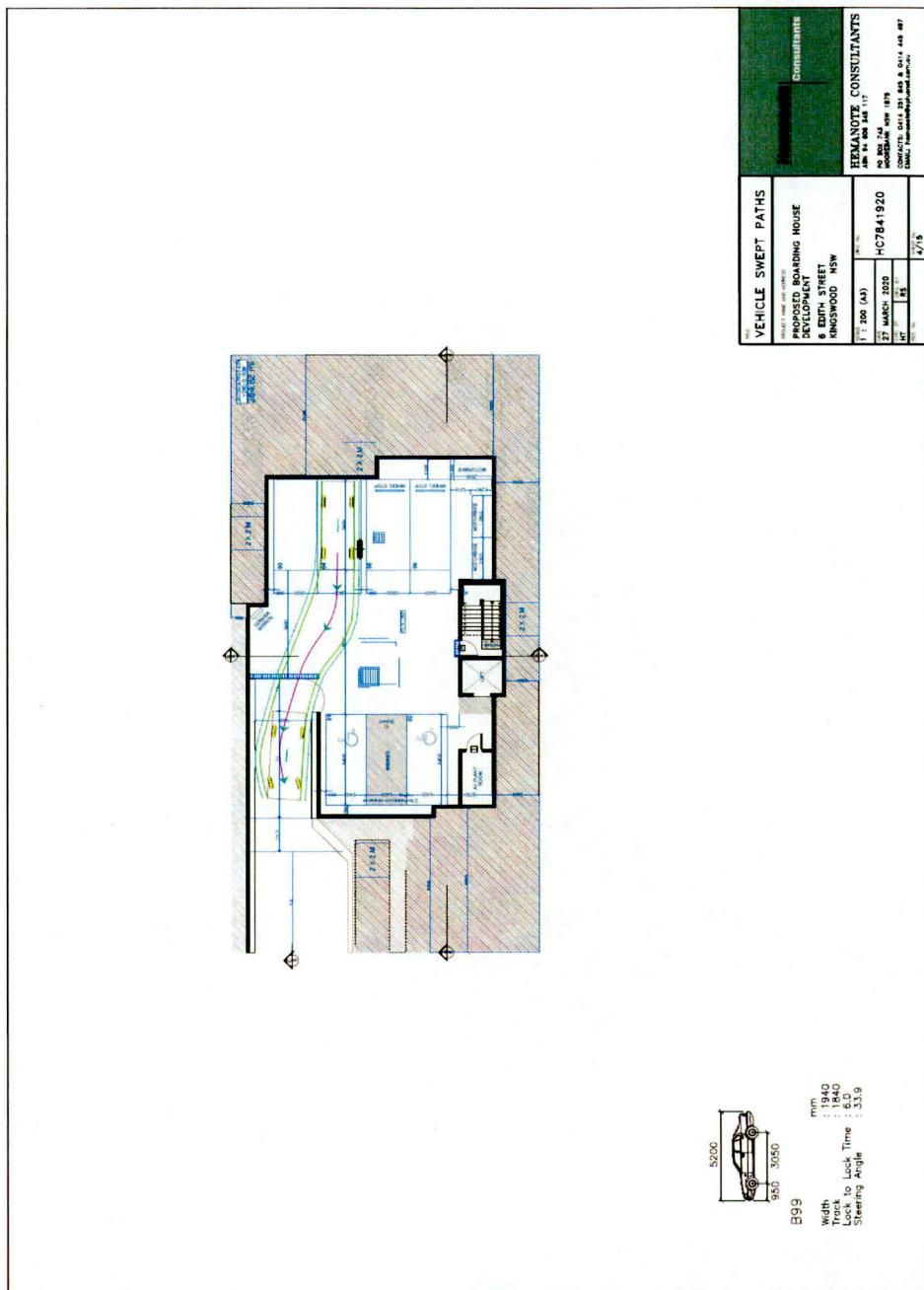
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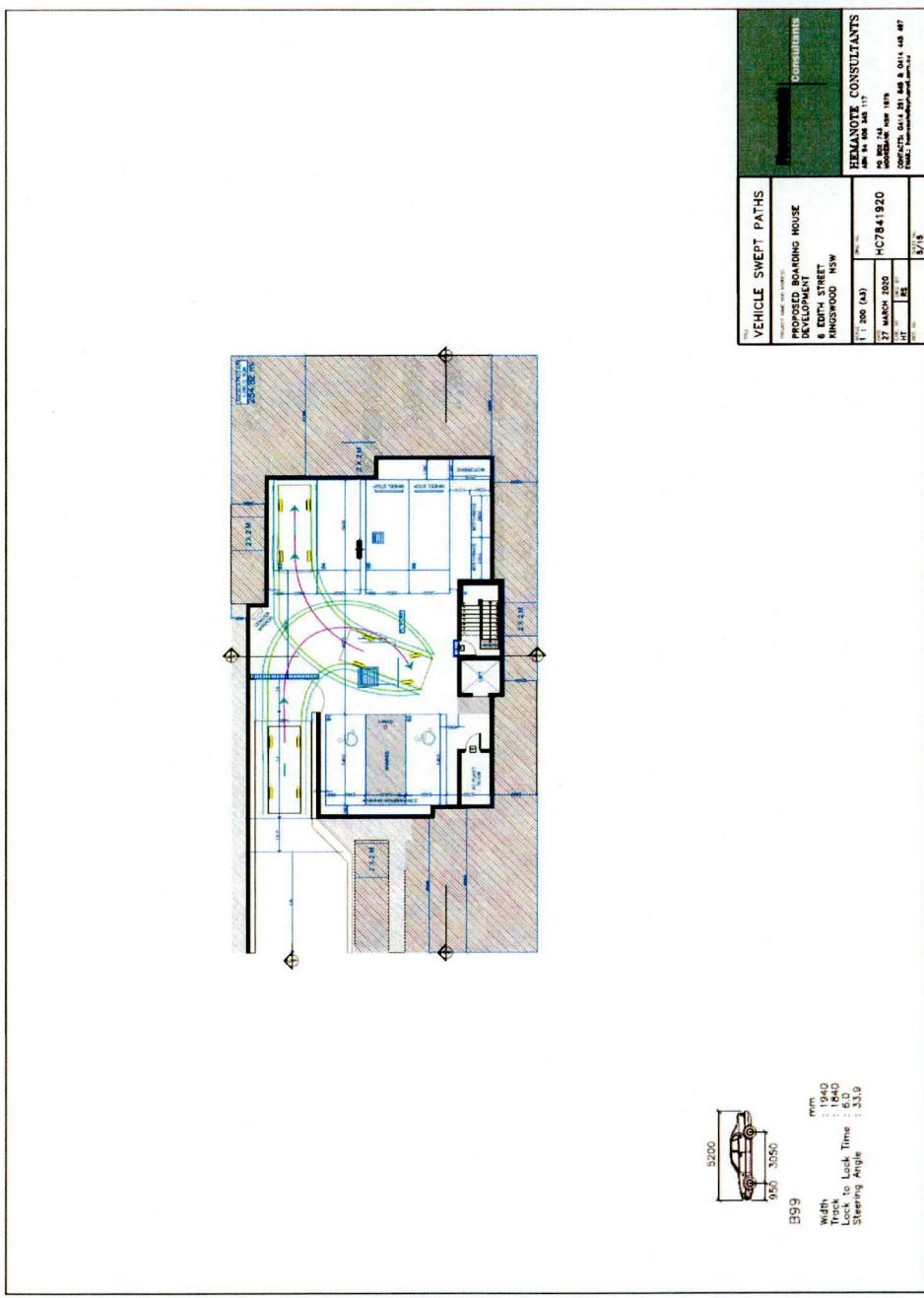
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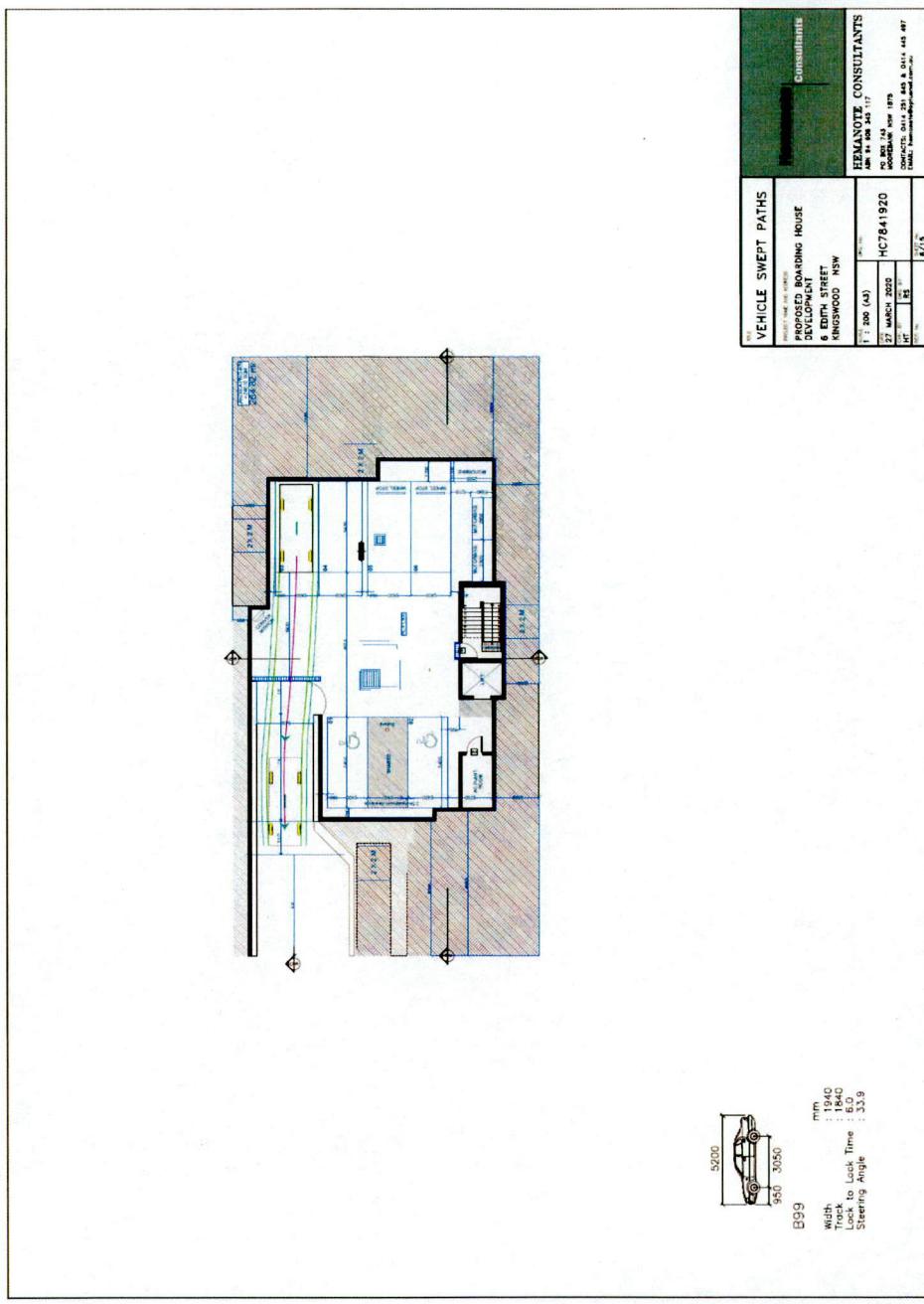
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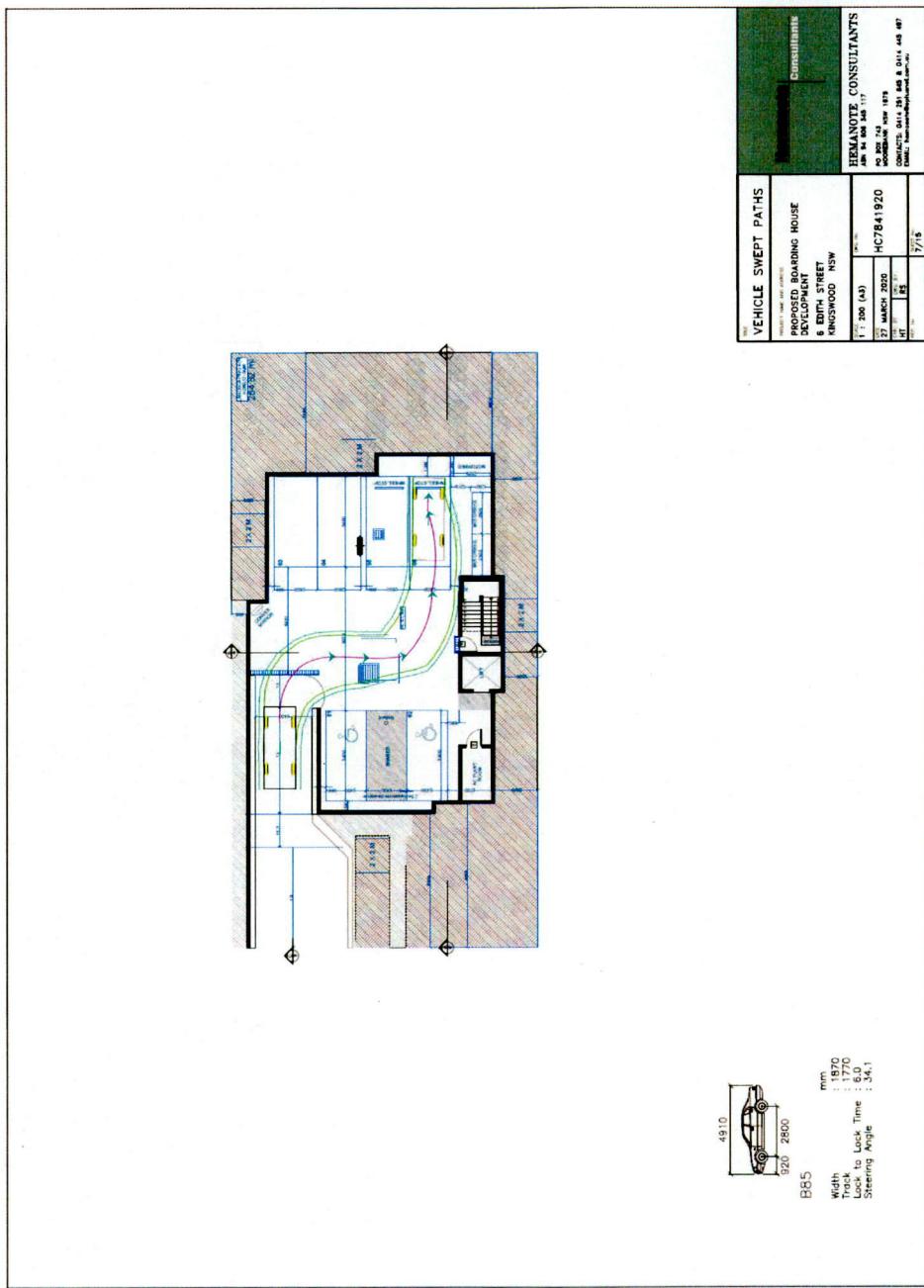
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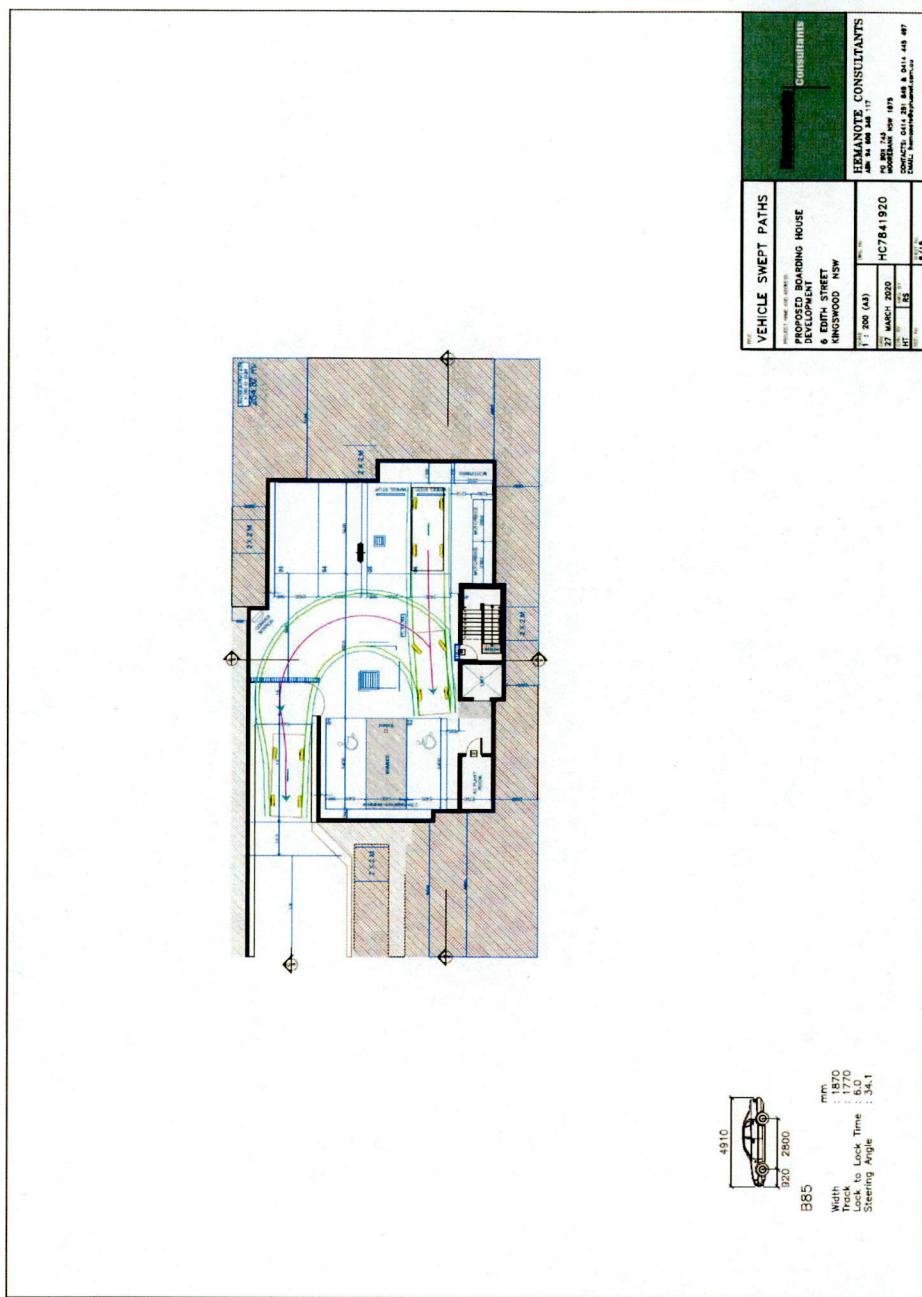
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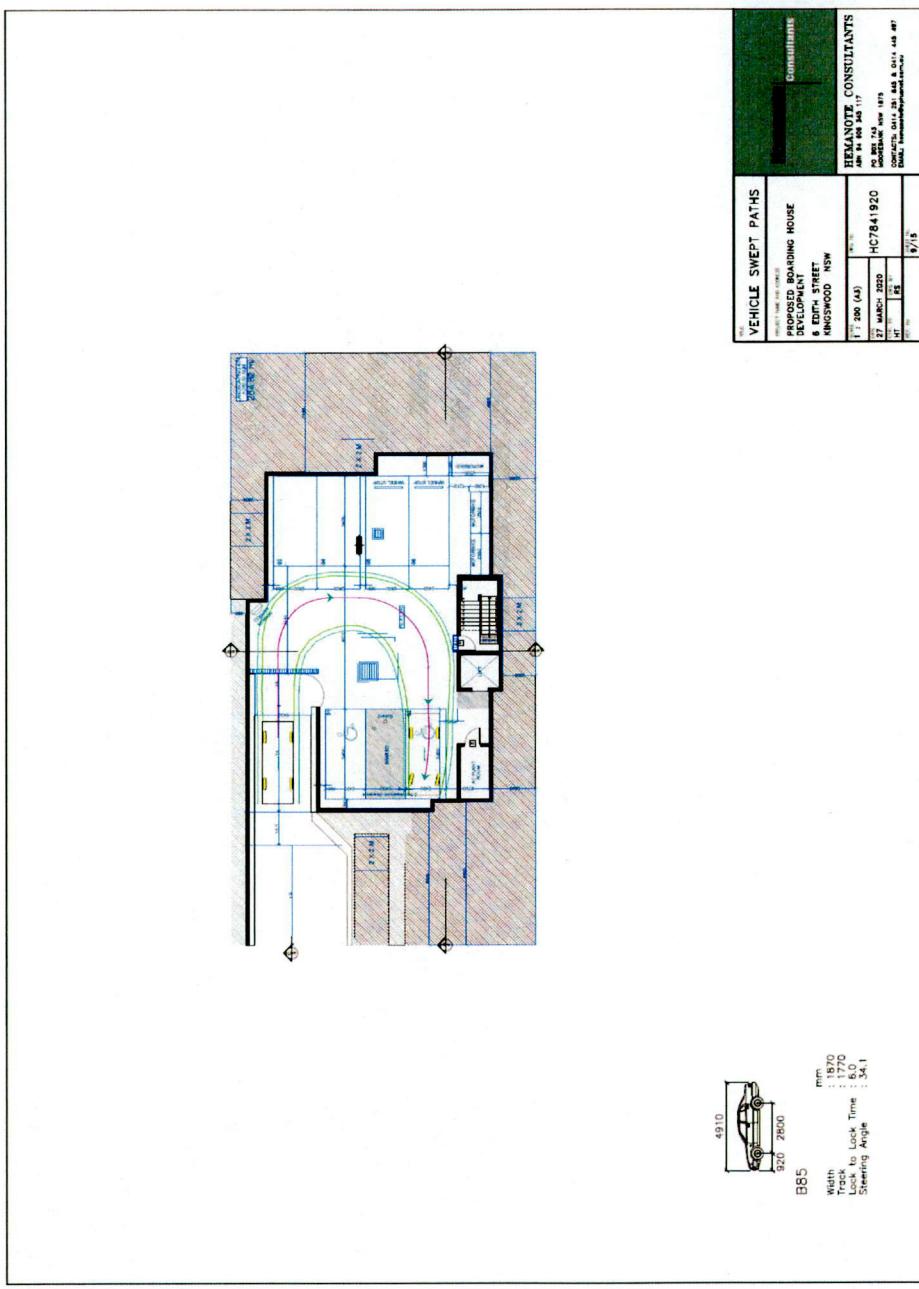
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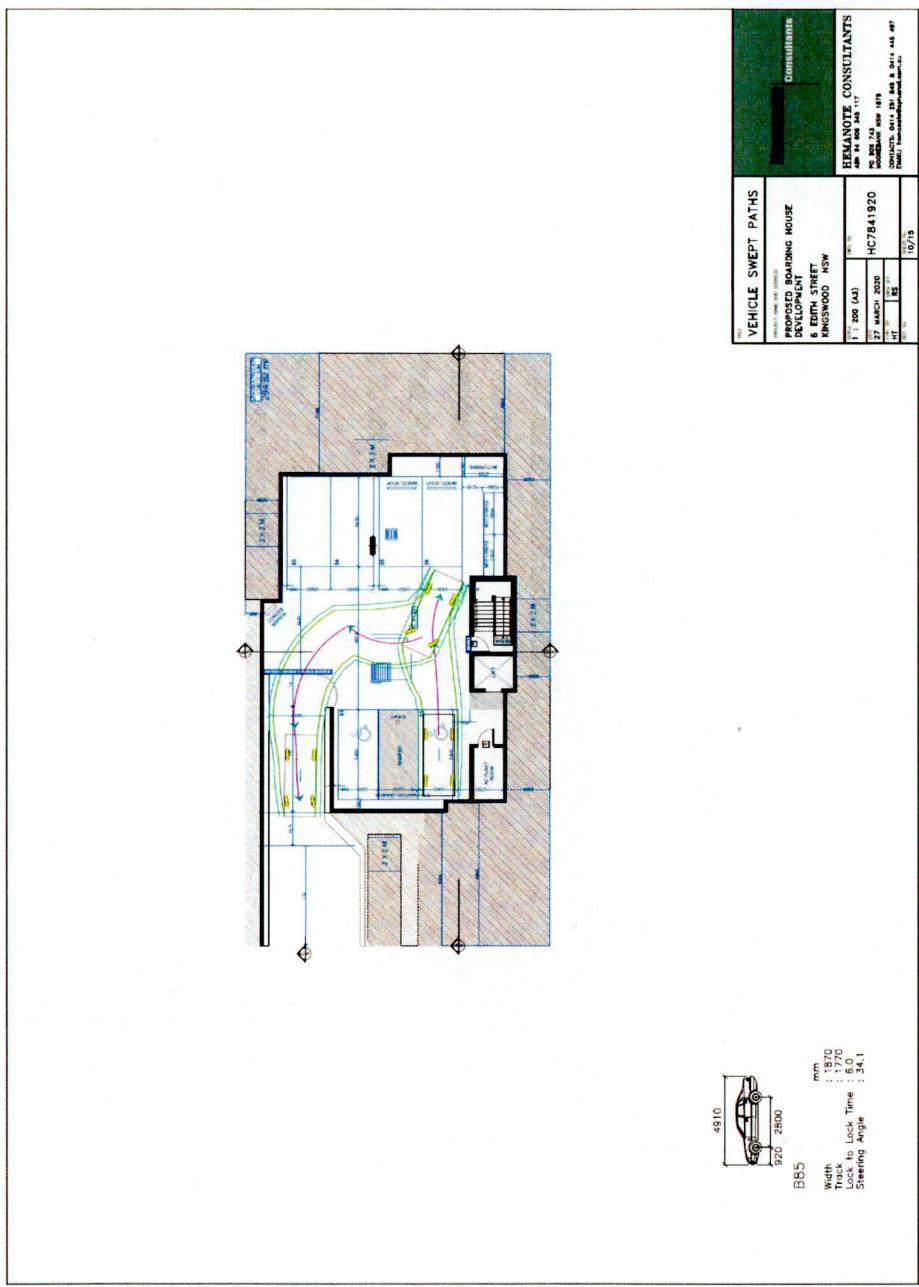
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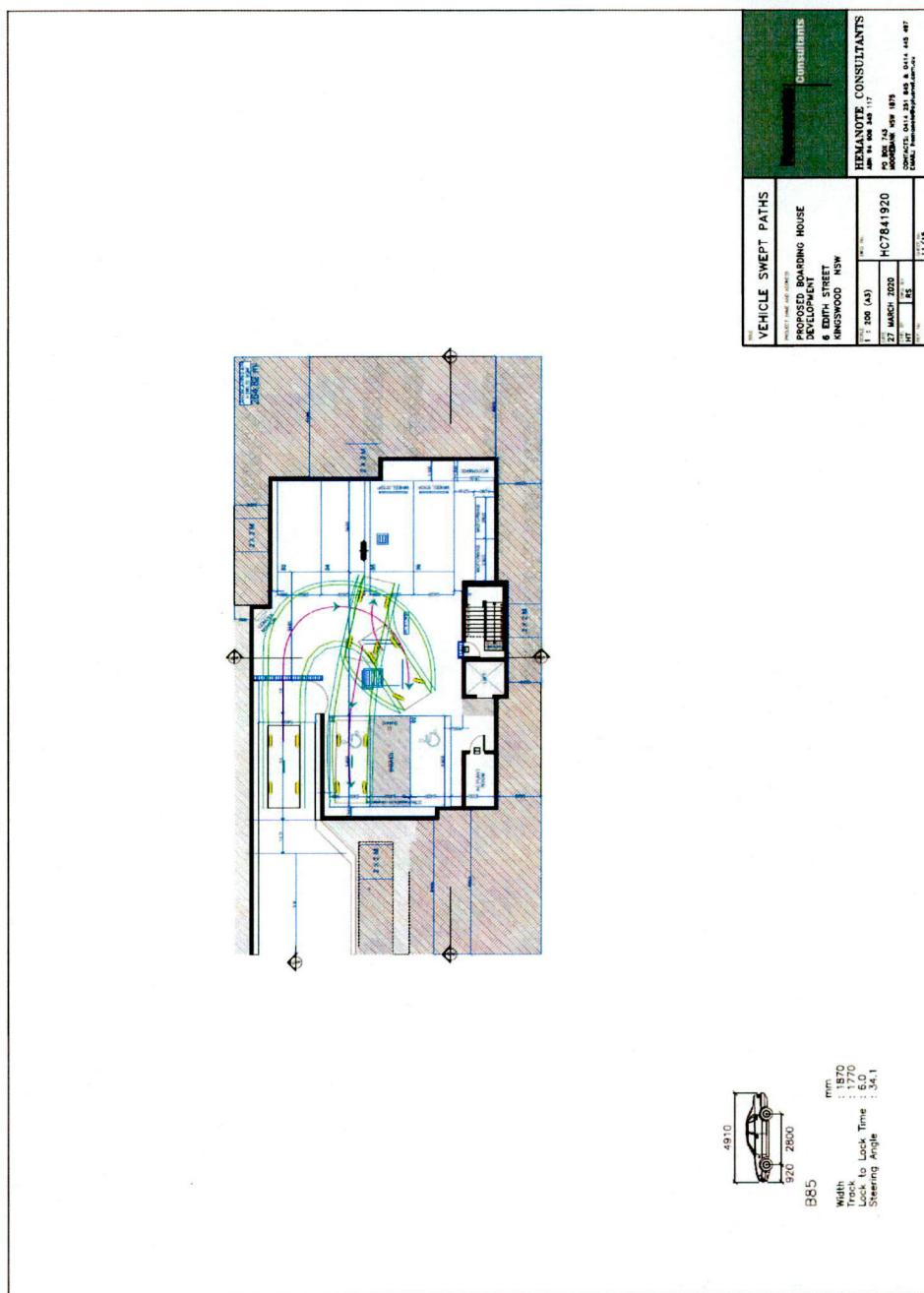
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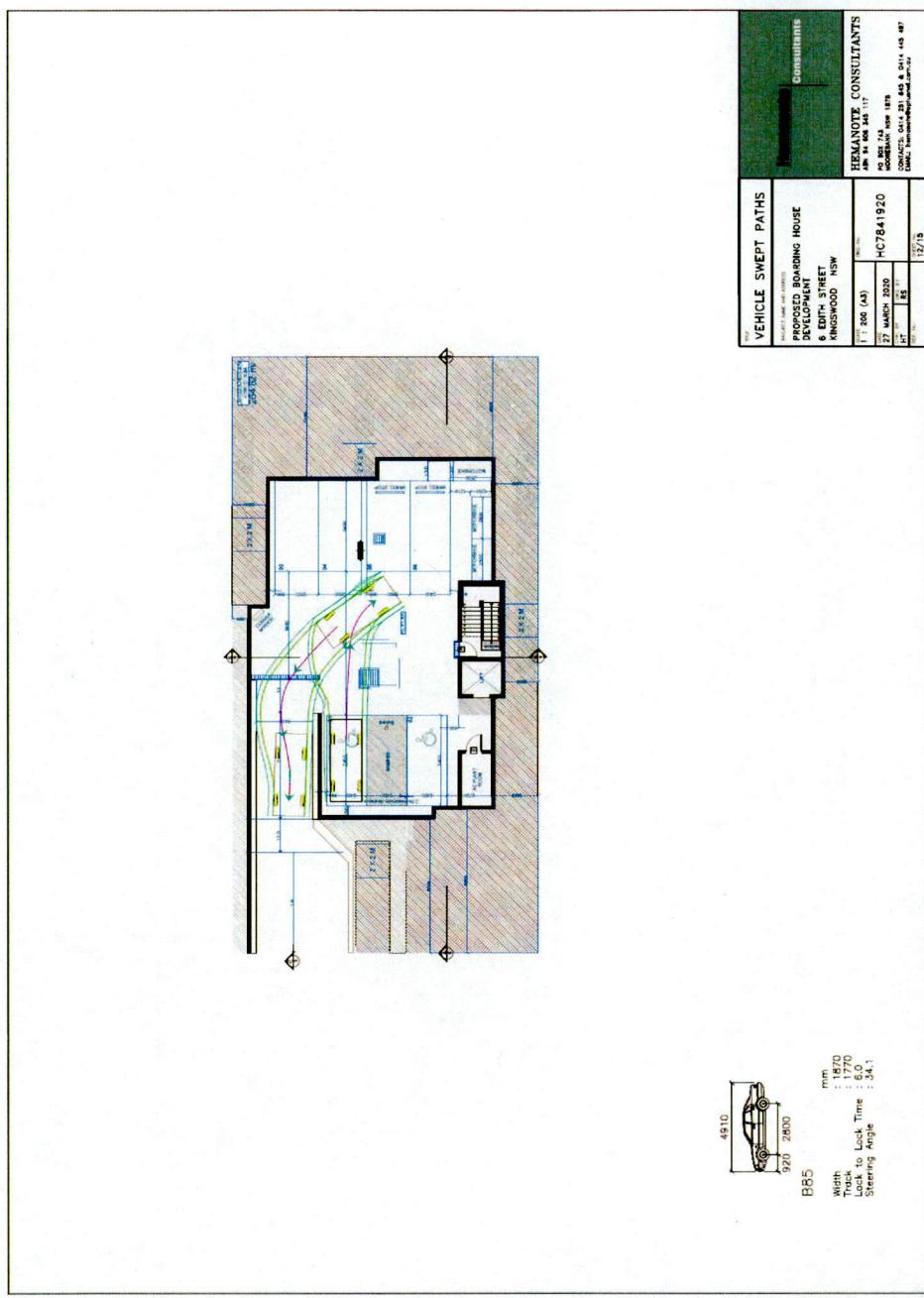
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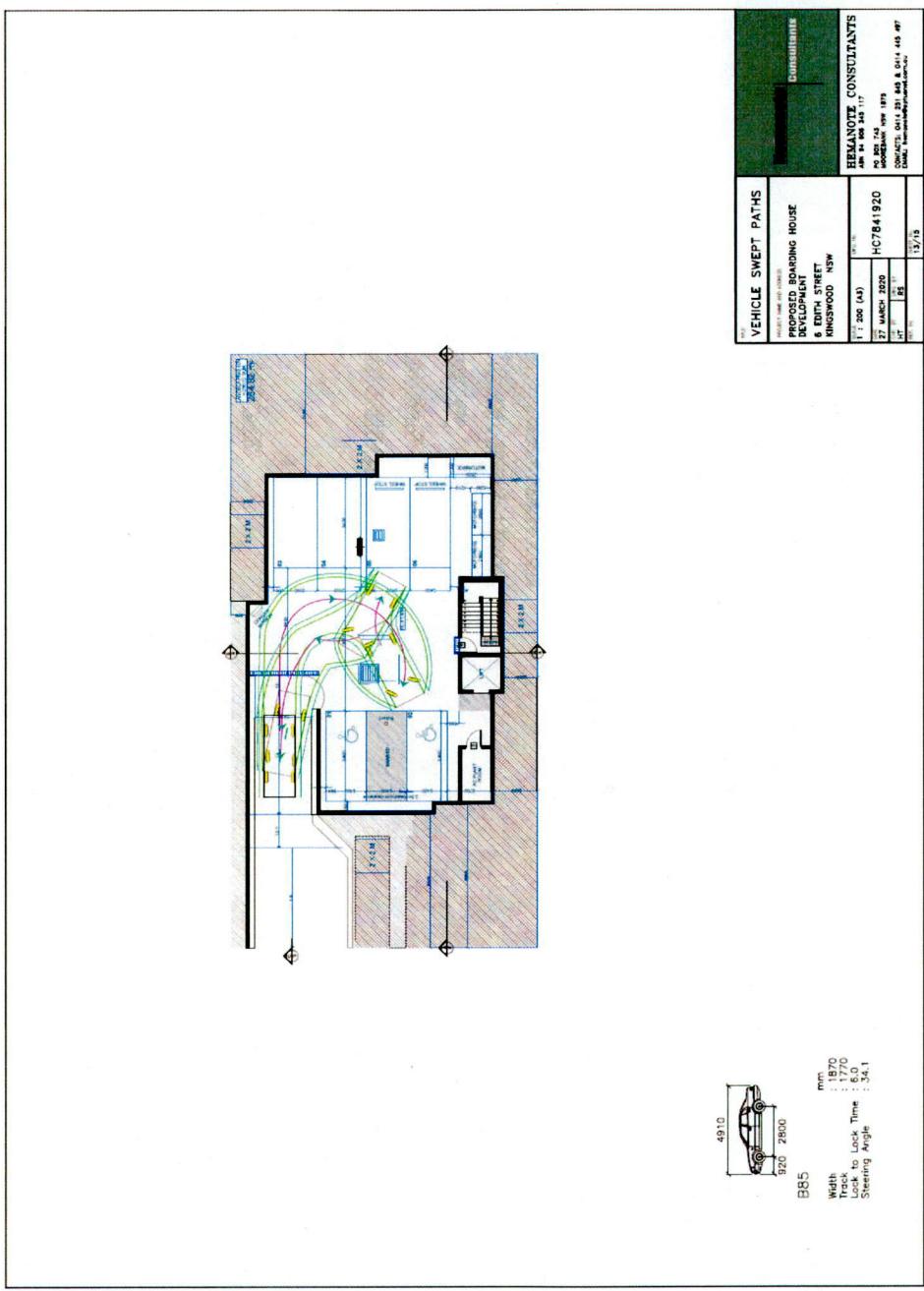
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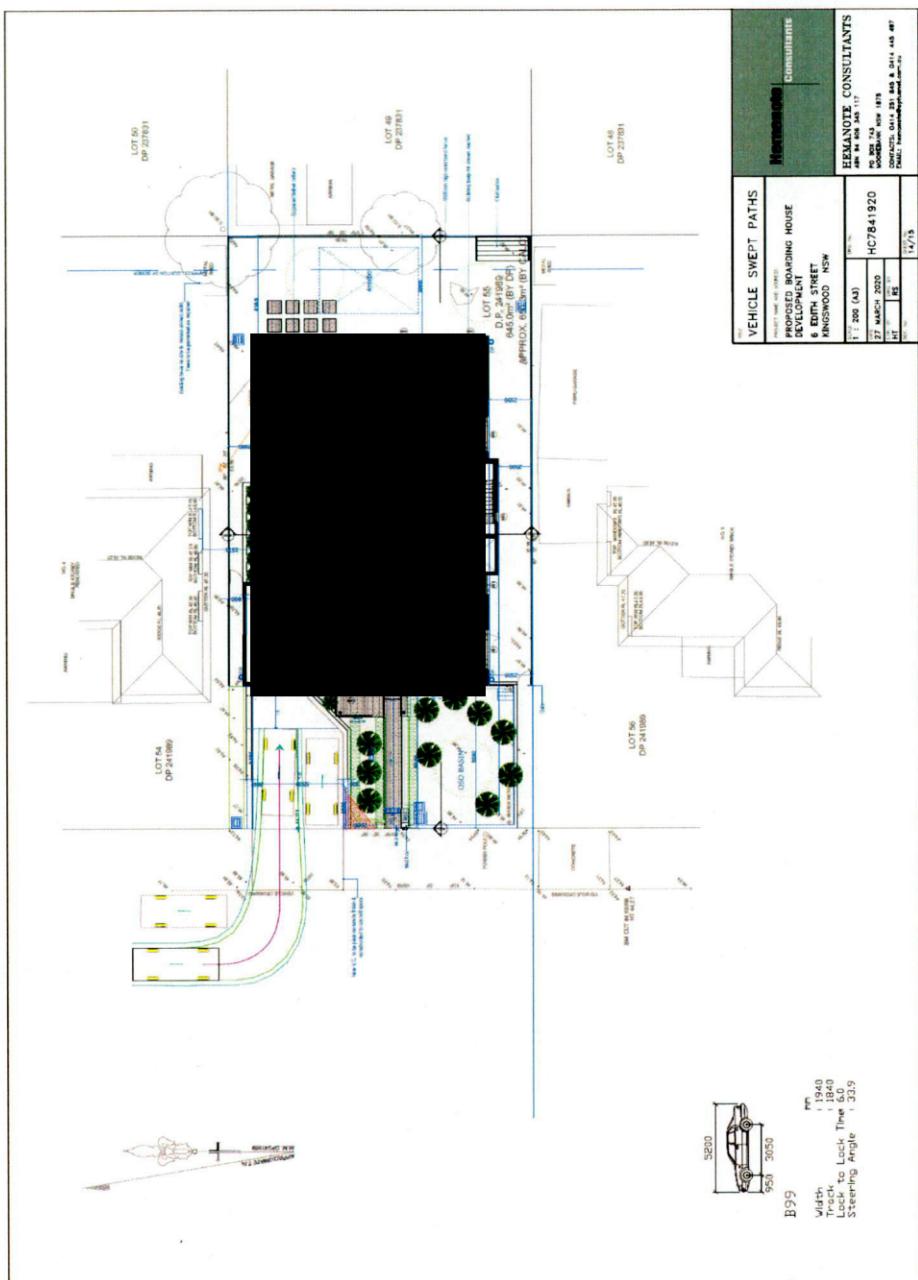
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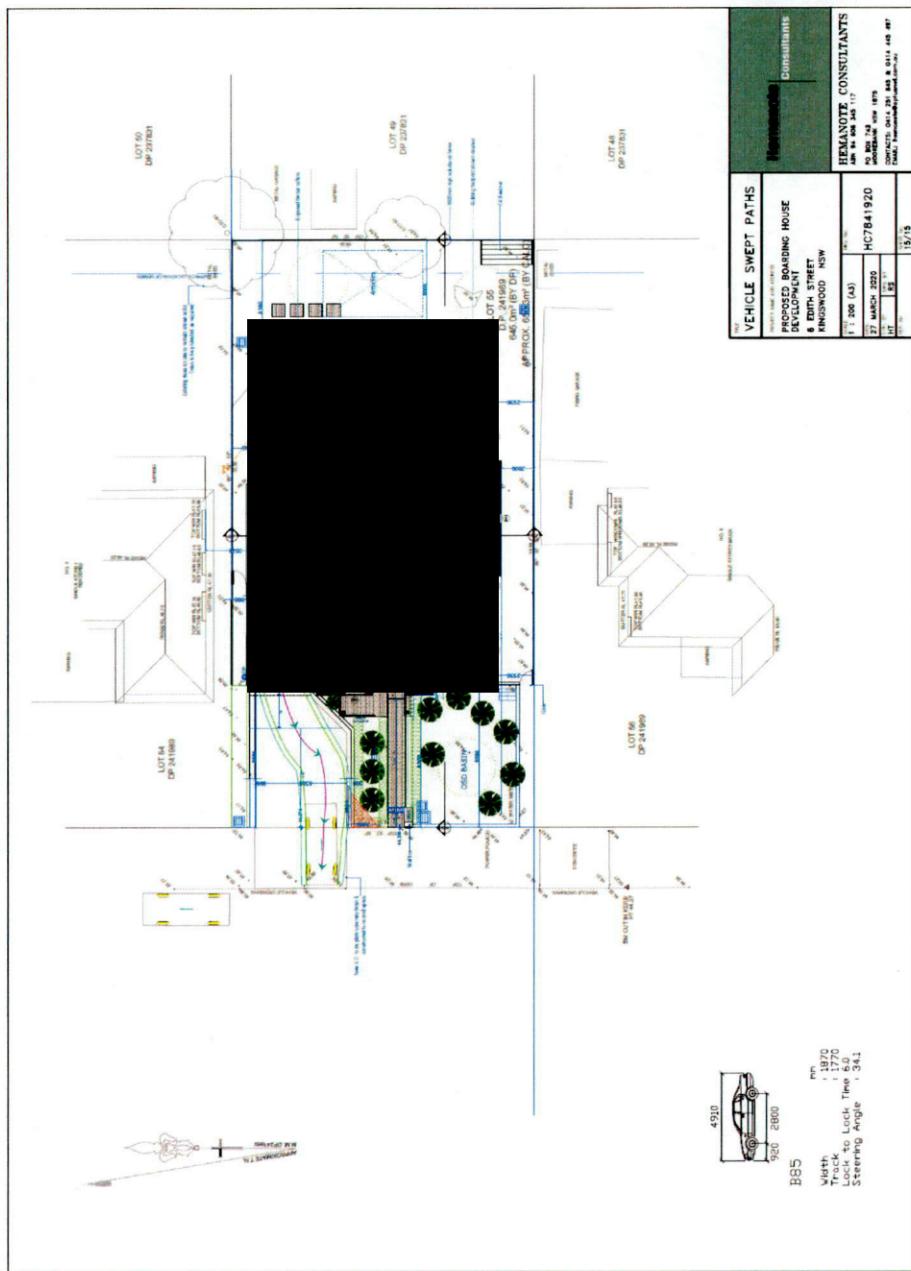
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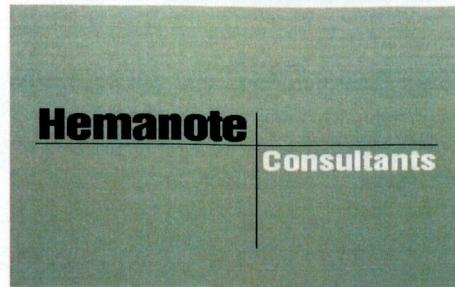
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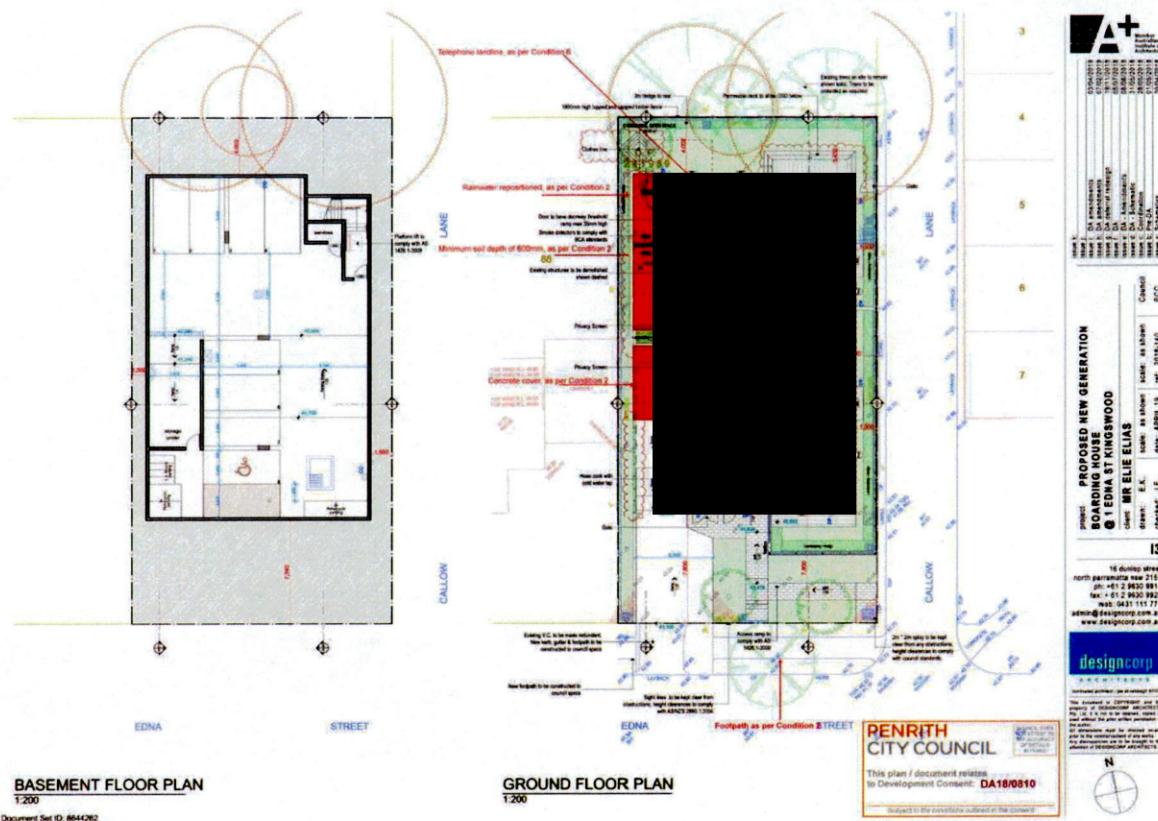


APPENDIX C – EXAMPLES OF DA APPROVED DEVELOPMENTS WITH SIMILAR VEHICUALR ACCESS LAYOUT

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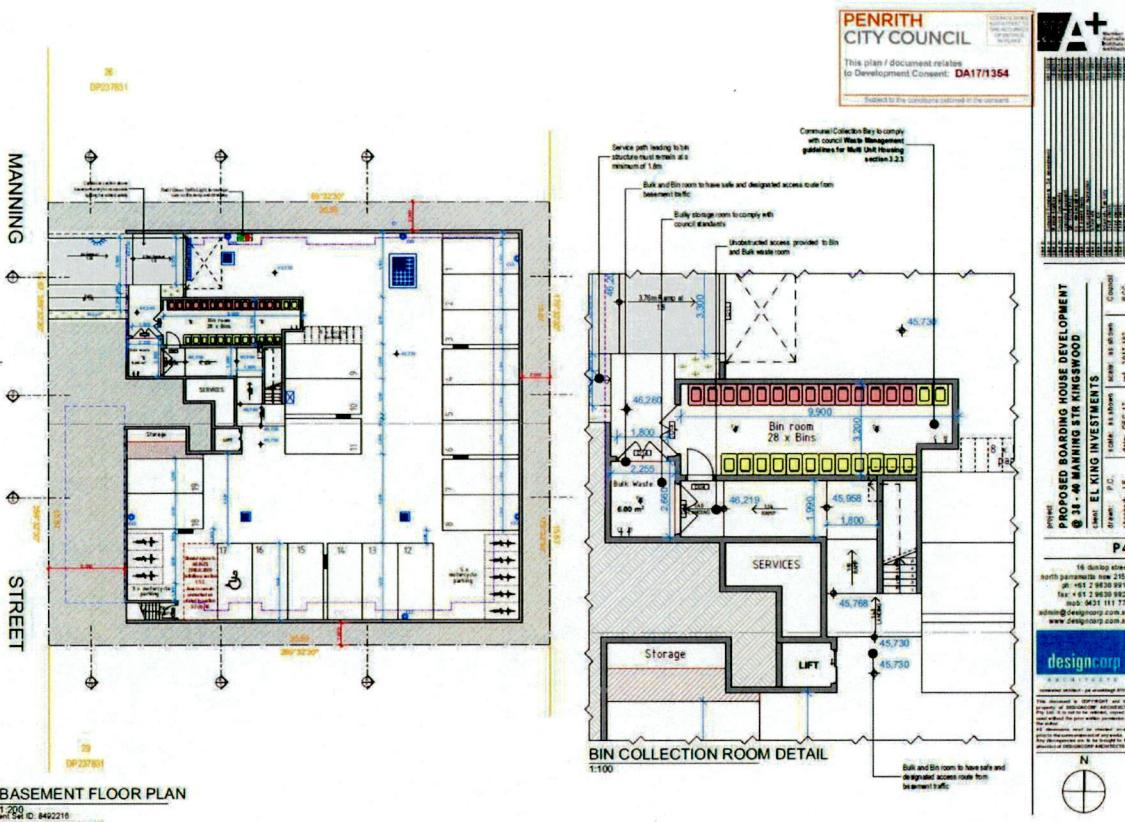
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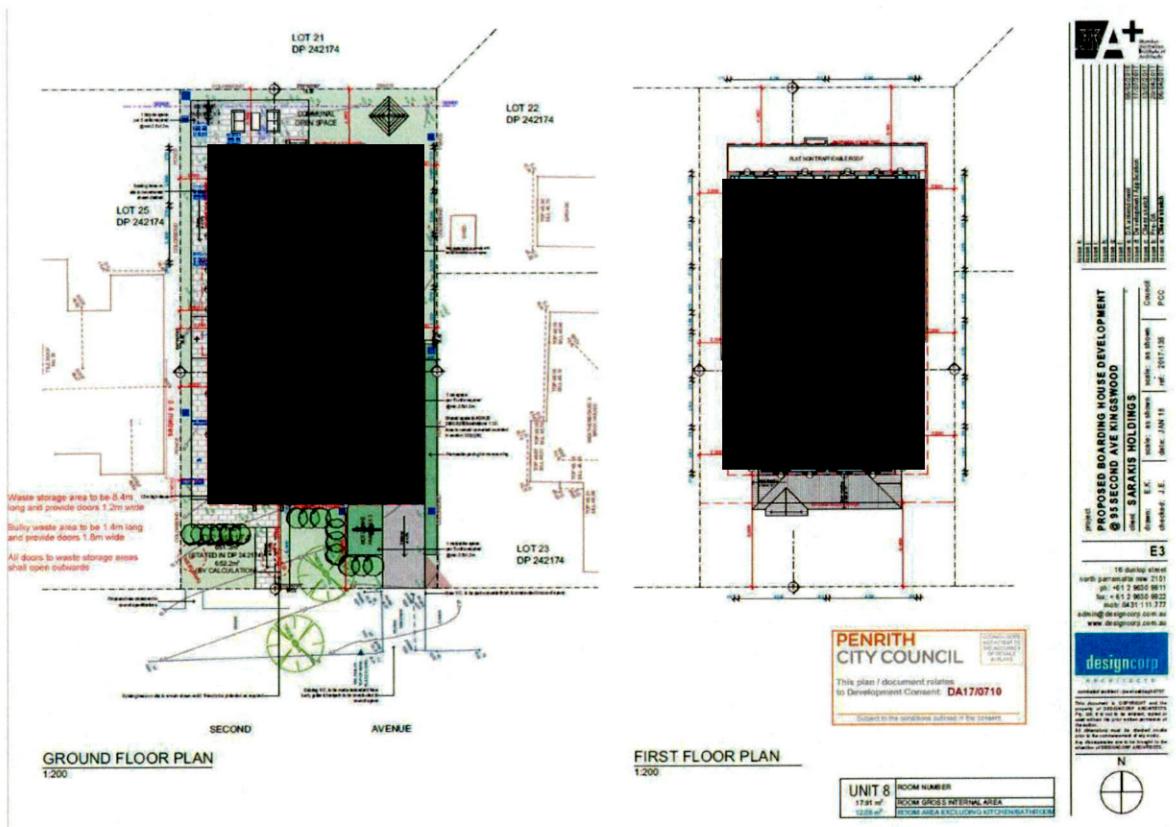
Phone 0414 251 845
Email projects@hemanote.com.au
Web hemanote.com.au



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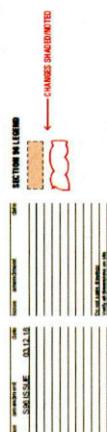
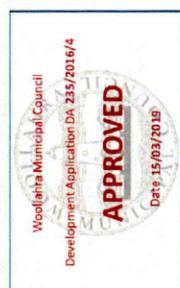
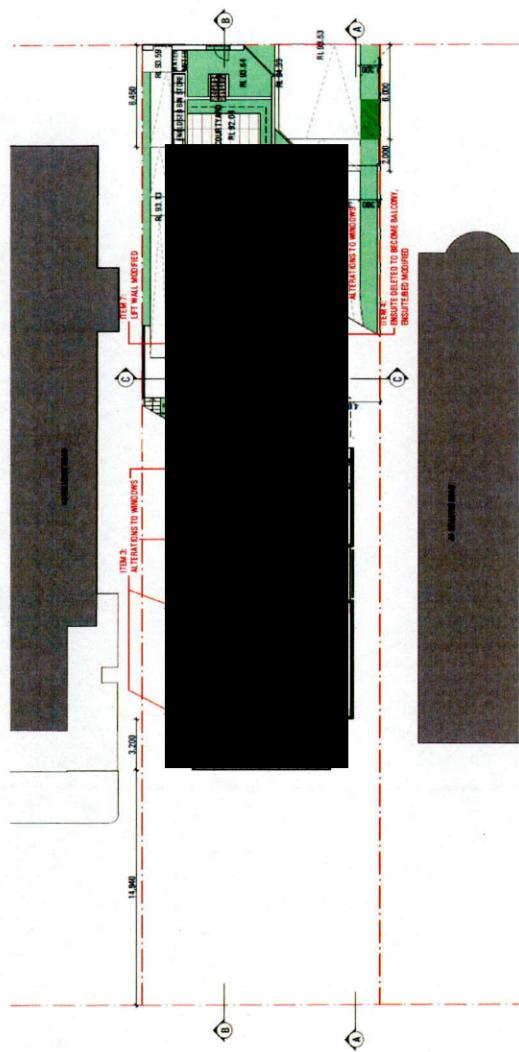
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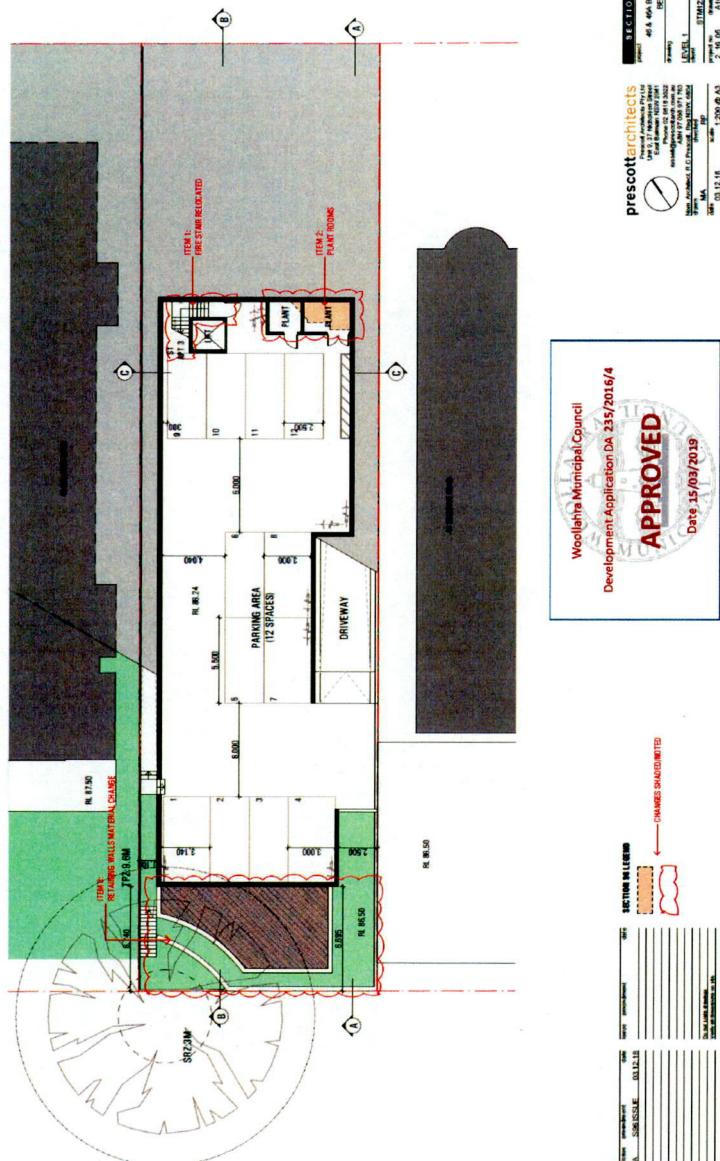
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Updated Traffic & Parking statement – post S34 – 6 Edith Street, Kingswood – 30/03/2020

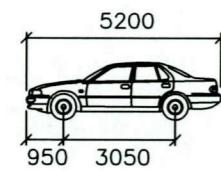
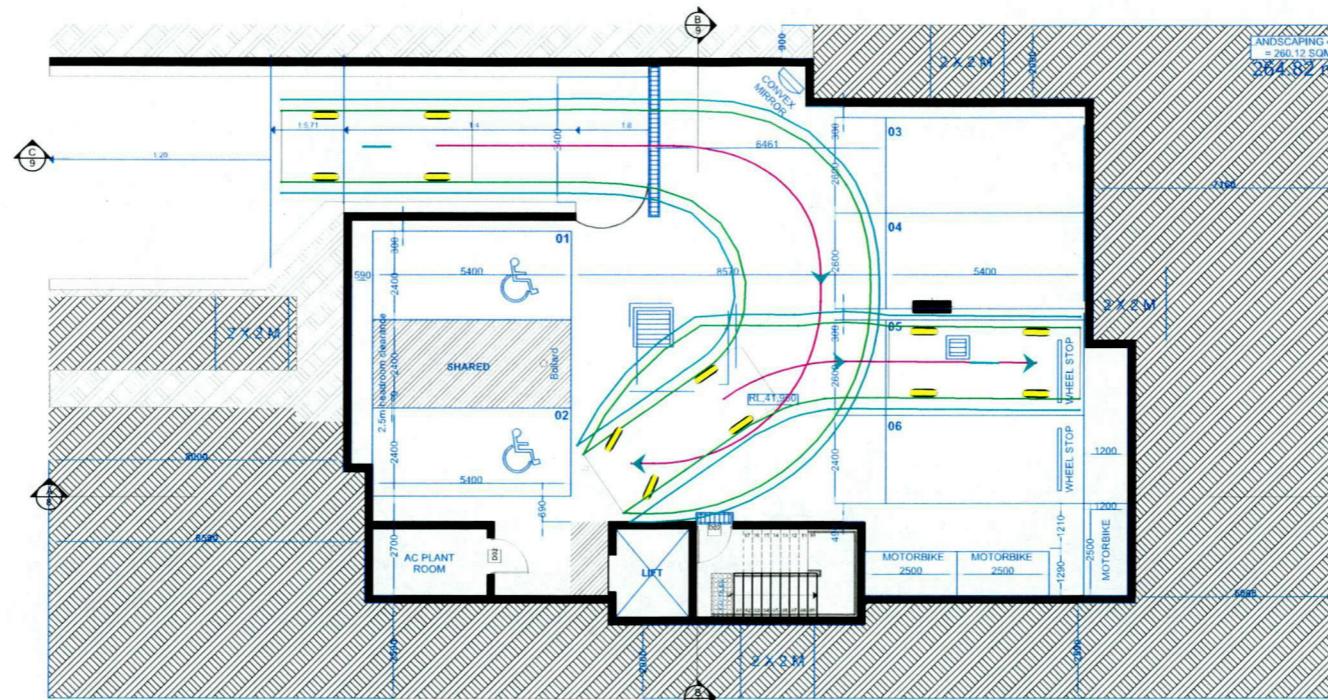
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B99

mm
 Width : 1940
 Track : 1840
 Lock to Lock Time : 6.0
 Steering Angle : 33.9

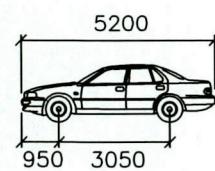
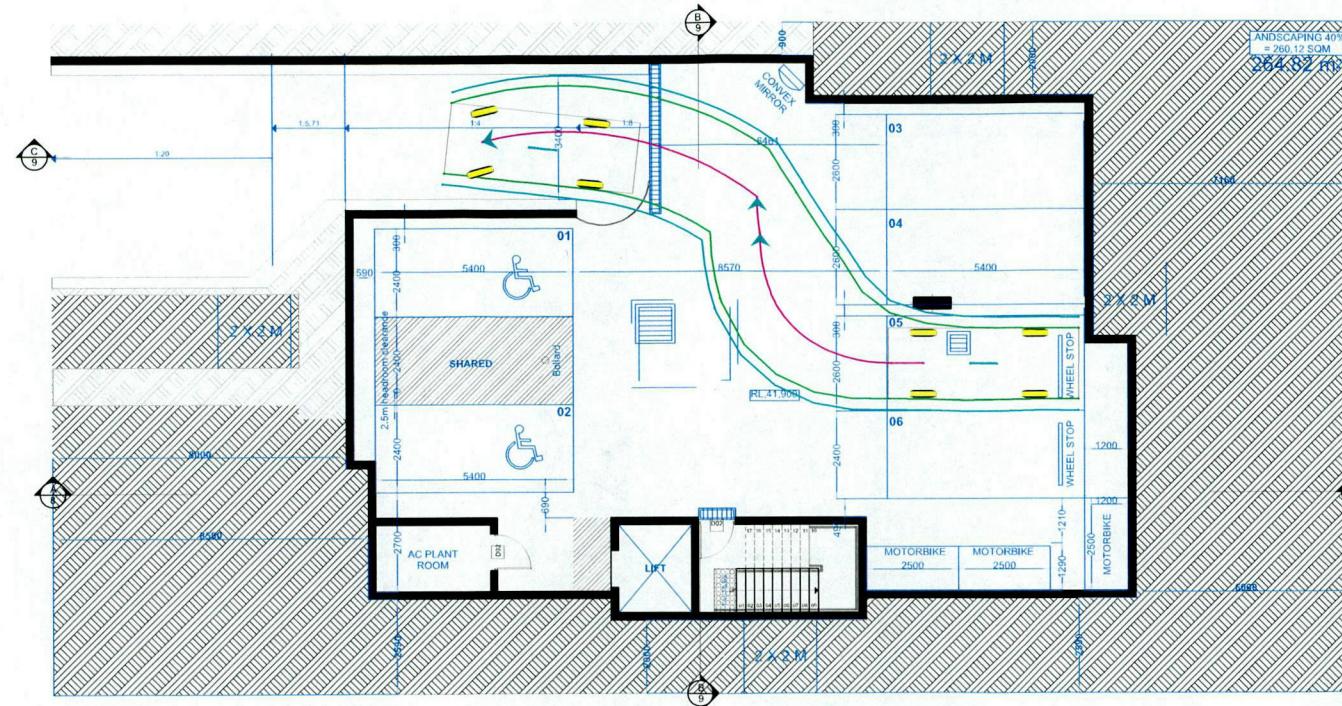
VEHICLE SWEPT PATHS

PROPOSED BOARDING HOUSE
DEVELOPMENT
6 EDITH STREET
KINGSWOOD NSW

1 : 200 (A3)
27 MARCH 2020
HT RS
HC7841920
1/15

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B99

mm
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VEHICLE SWEPT PATHS

PROPOSED BOARDING HOUSE
DEVELOPMENT
6 EDITH STREET
KINGSWOOD NSW

1 : 200 (A3)

27 MARCH 2020

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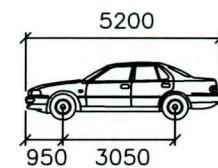
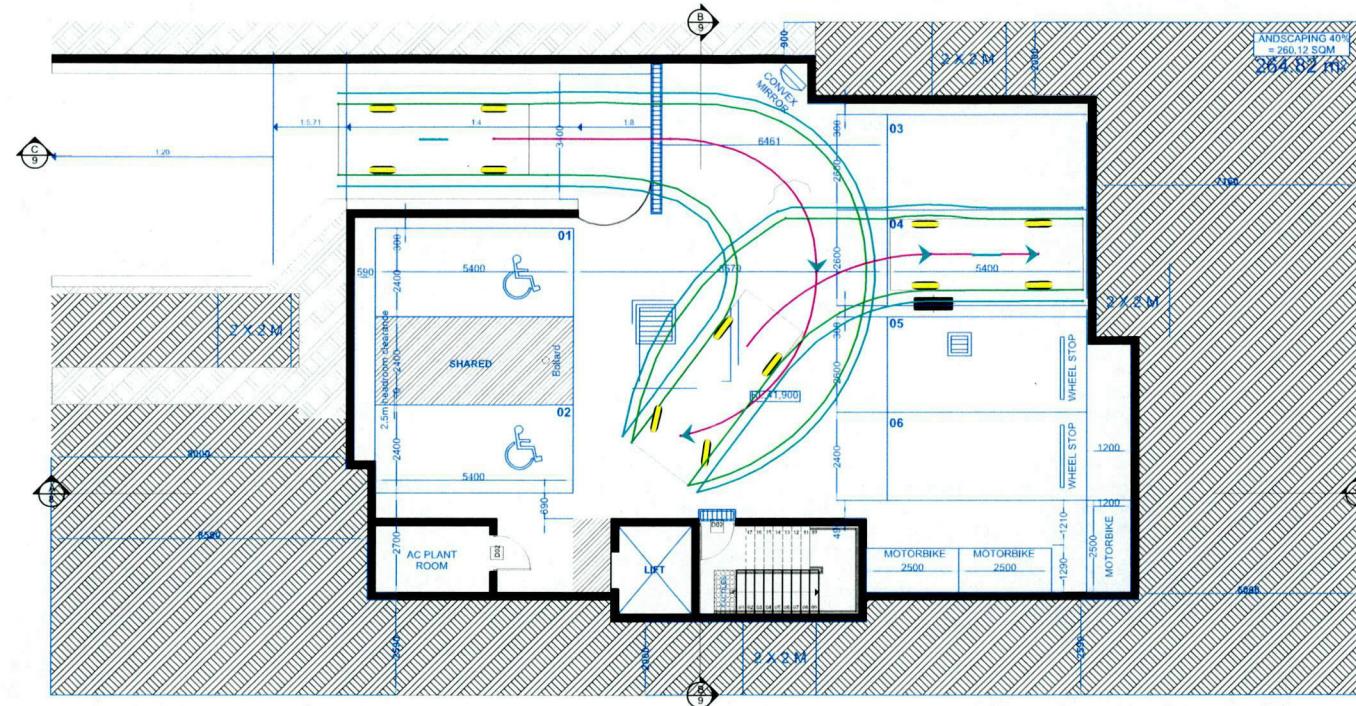
HC7841920

2/15

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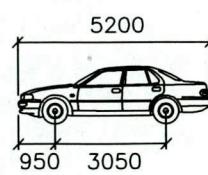
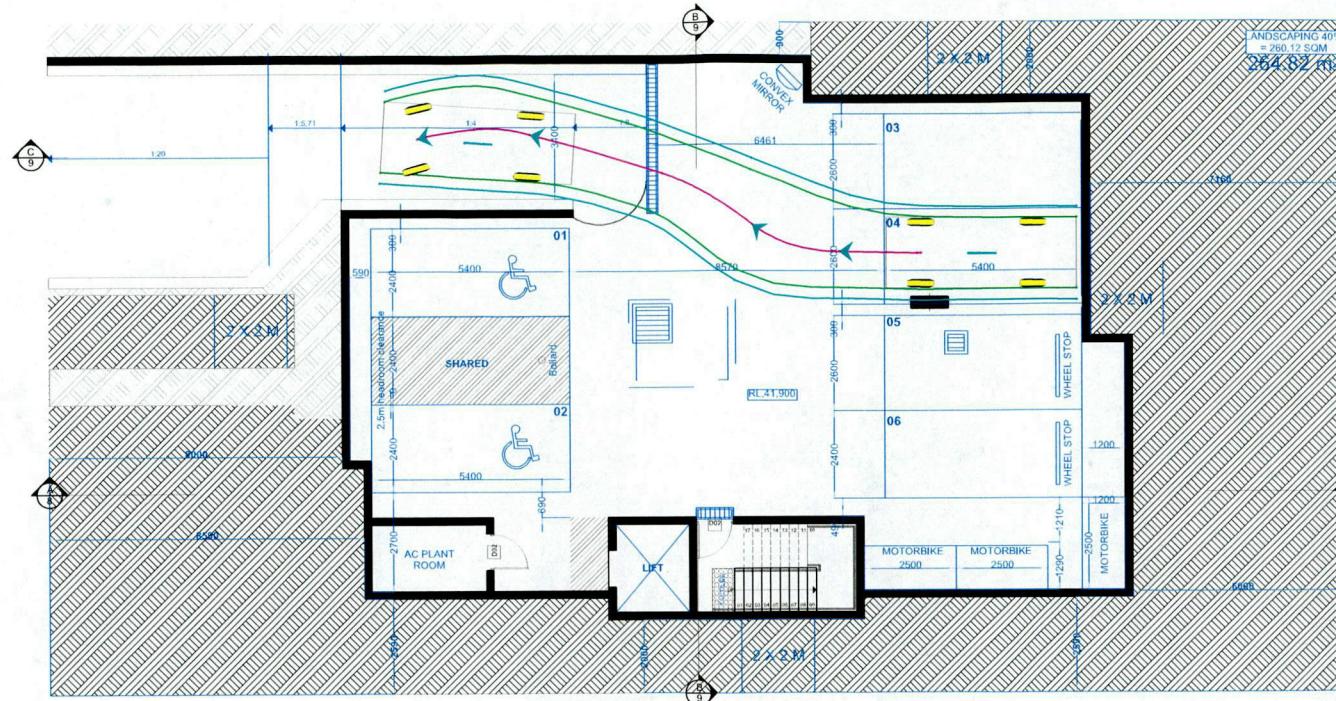
mm
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VEHICLE SWEPT PATHS	
PROPOSED BOARDING HOUSE DEVELOPMENT	
6 EDITH STREET KINGSWOOD NSW	
1 : 200 (A3)	
27 MARCH 2020	HC7841920
HT	RS
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mm
 Width : 1940
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VEHICLE SWEPT PATHS

PROPOSED BOARDING HOUSE
DEVELOPMENT
6 EDITH STREET
KINGSWOOD NSW

1 : 200 (A3)

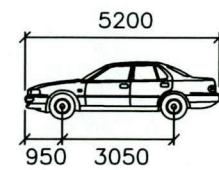
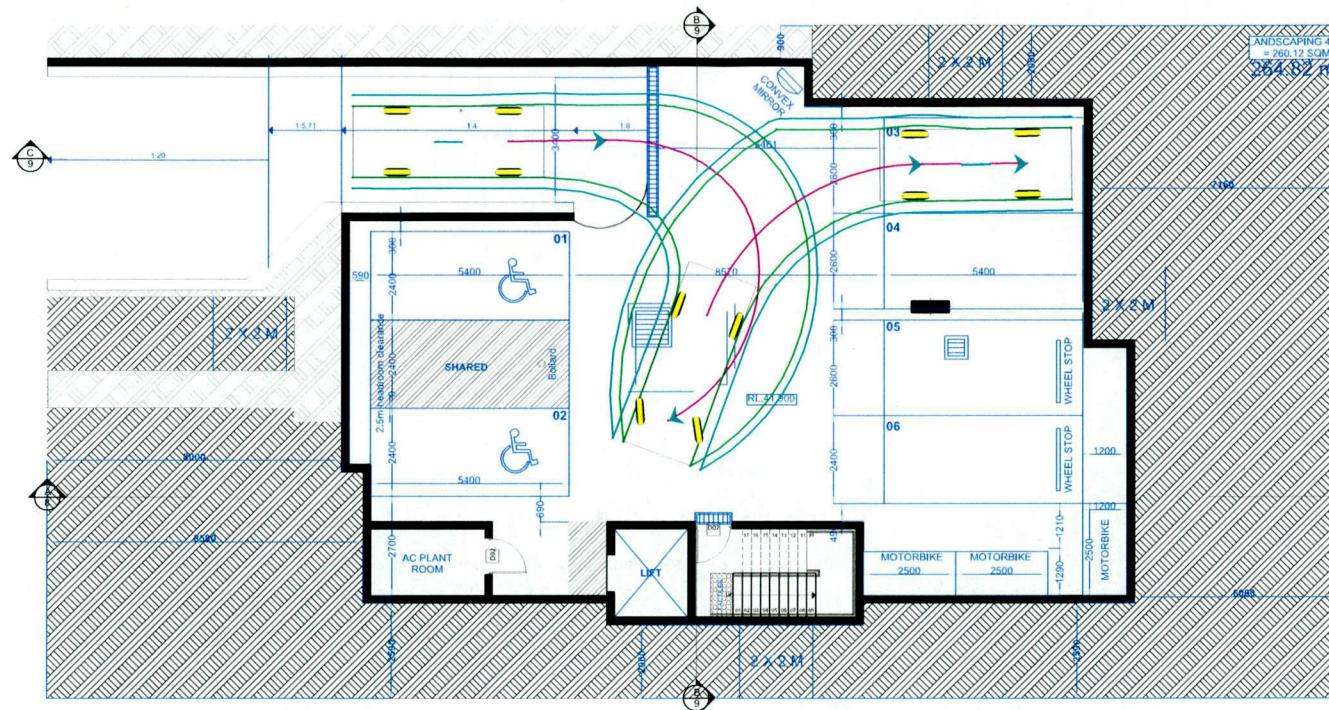
27 MARCH 2020

HT RS

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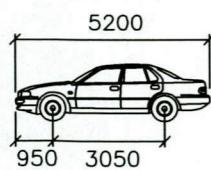
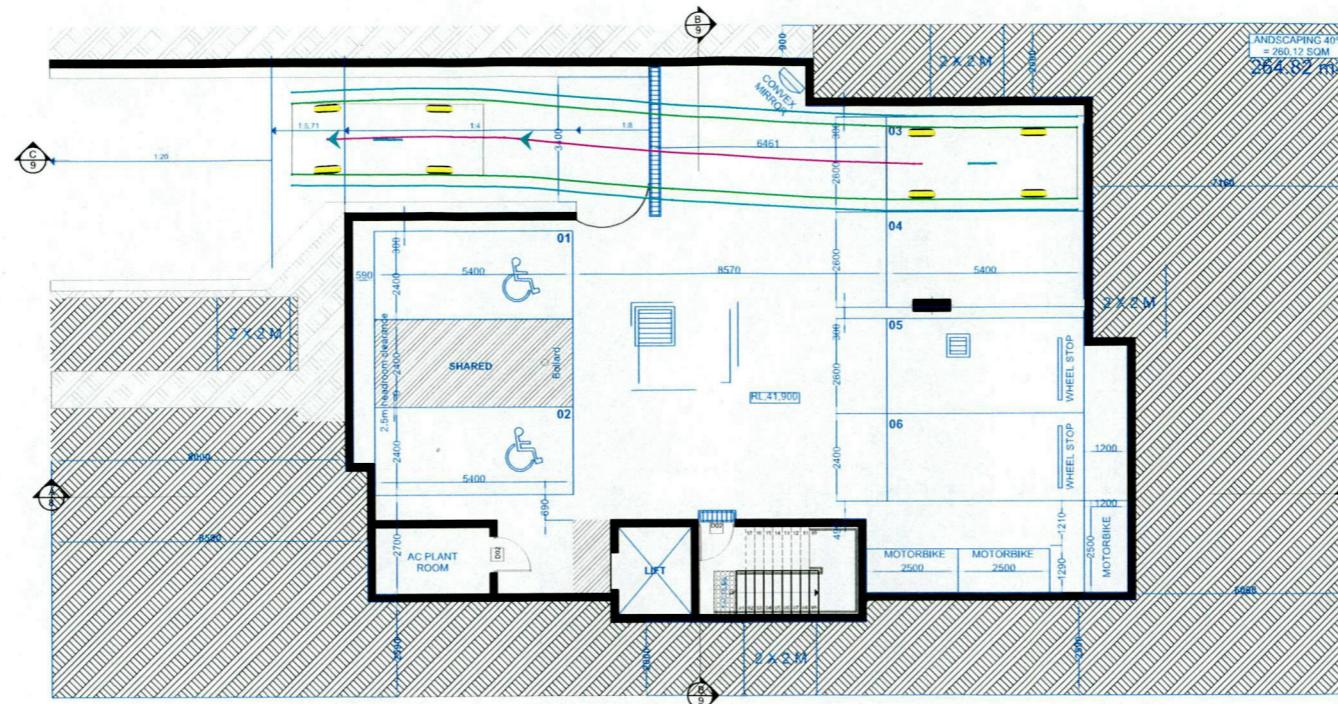


B99

mm
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 Track : 1840
 Lock to Lock Time : 6.0
 Steering Angle : 33.9

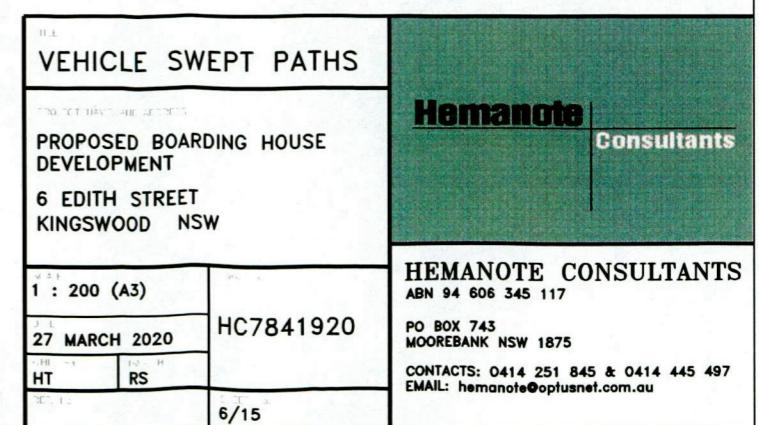
VEHICLE SWEPT PATHS		HC7841920
PROPOSED BOARDING HOUSE DEVELOPMENT 6 EDITH STREET KINGSWOOD NSW		
1 : 200 (A3)		27 MARCH 2020
HT RS		
5/15		

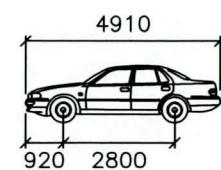
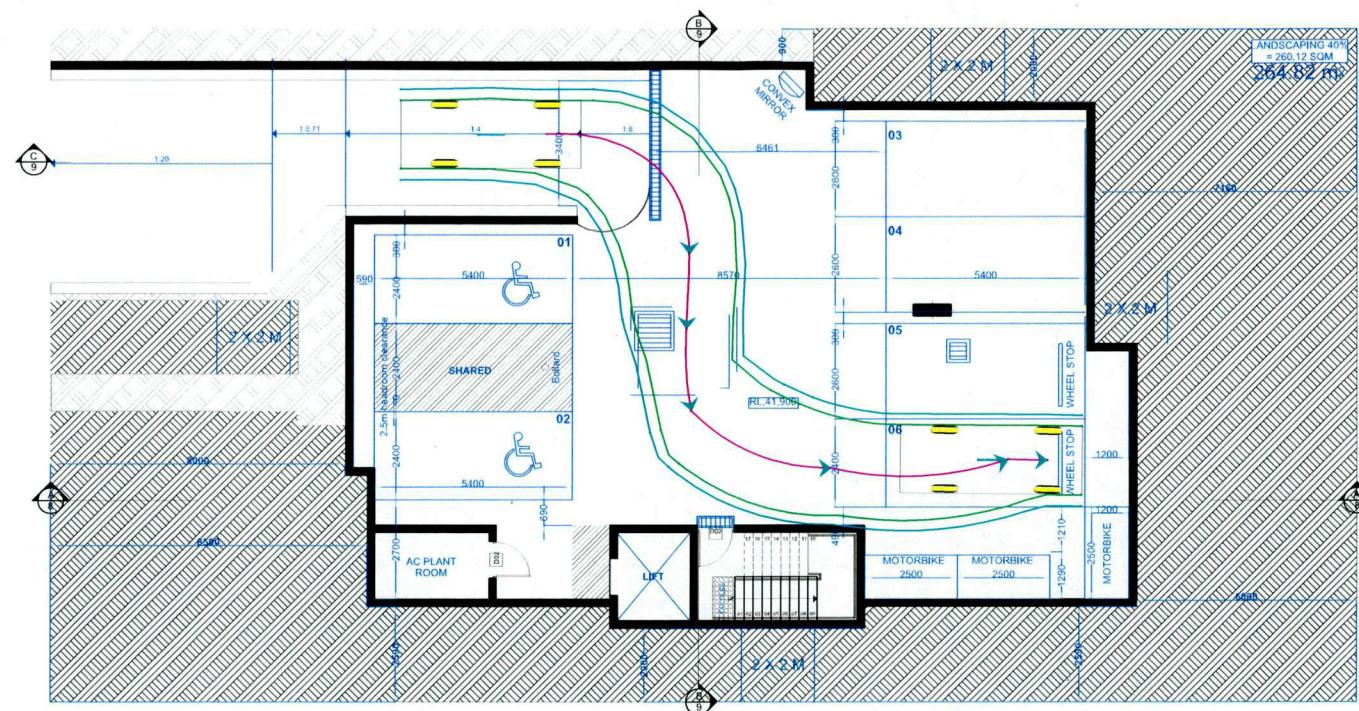
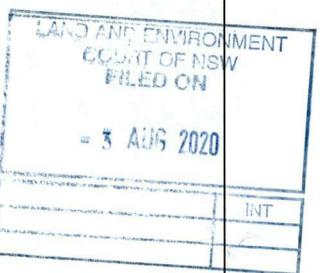
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B99

Width	mm
Track	: 1940
Lock to Lock Time	: 1840
Steering Angle	: 6.0
	: 33.9

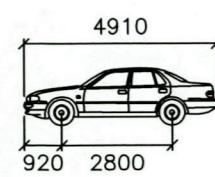
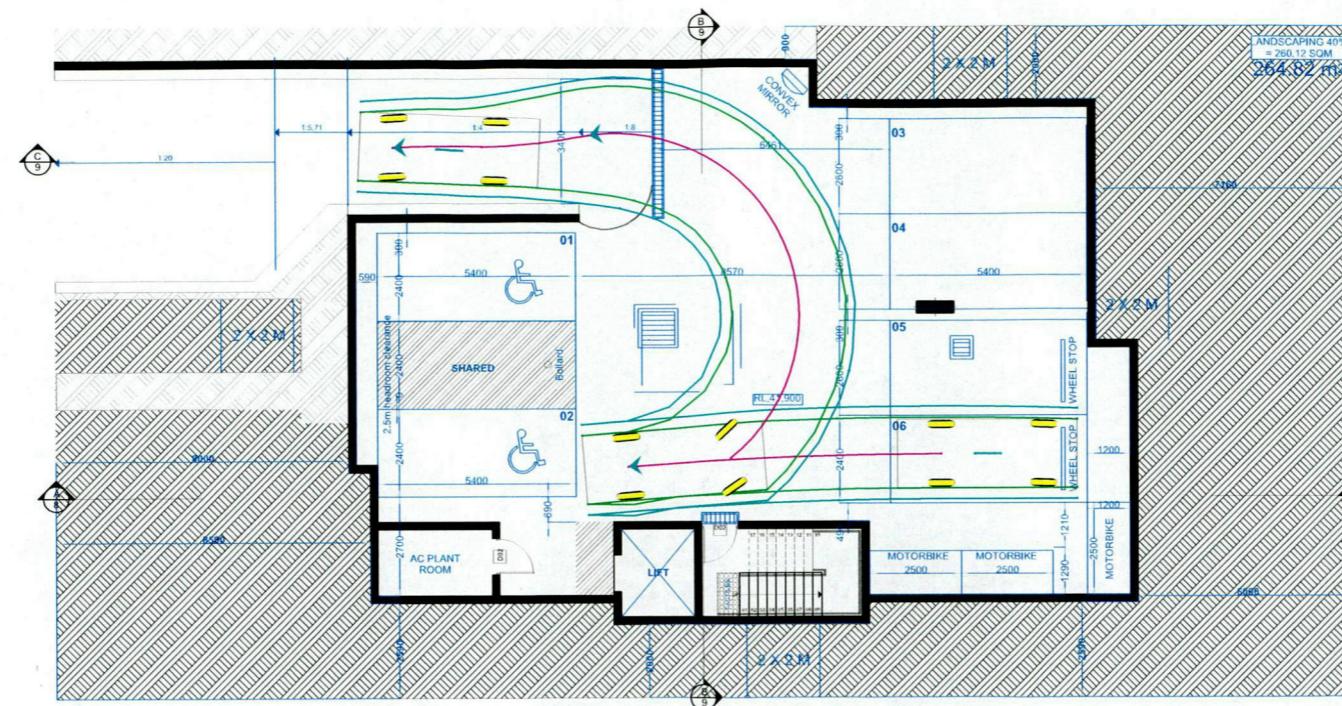




B85

mm
Width : 1870
Track : 1770
Lock to Lock Time : 6.0
Steering Angle : 34.1

VEHICLE SWEPT PATHS		HEMANOTE CONSULTANTS ABN 94 606 345 117 PO BOX 743 MOOREBANK NSW 1875 CONTACTS: 0414 251 845 & 0414 445 497 EMAIL: hemanote@optusnet.com.au
1 : 200 (A3)	HC7841920	
27 MARCH 2020	HT RS	
	7/15	



B85

Width : 1870 mm
 Track : 1770 mm
 Lock to Lock Time : 6.0
 Steering Angle : 34.1

VEHICLE SWEPT PATHS

PROPOSED BOARDING HOUSE
DEVELOPMENT
6 EDITH STREET
KINGSWOOD NSW

1 : 200 (A3)

27 MARCH 2020

HT

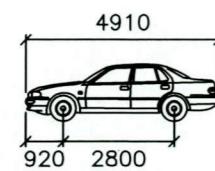
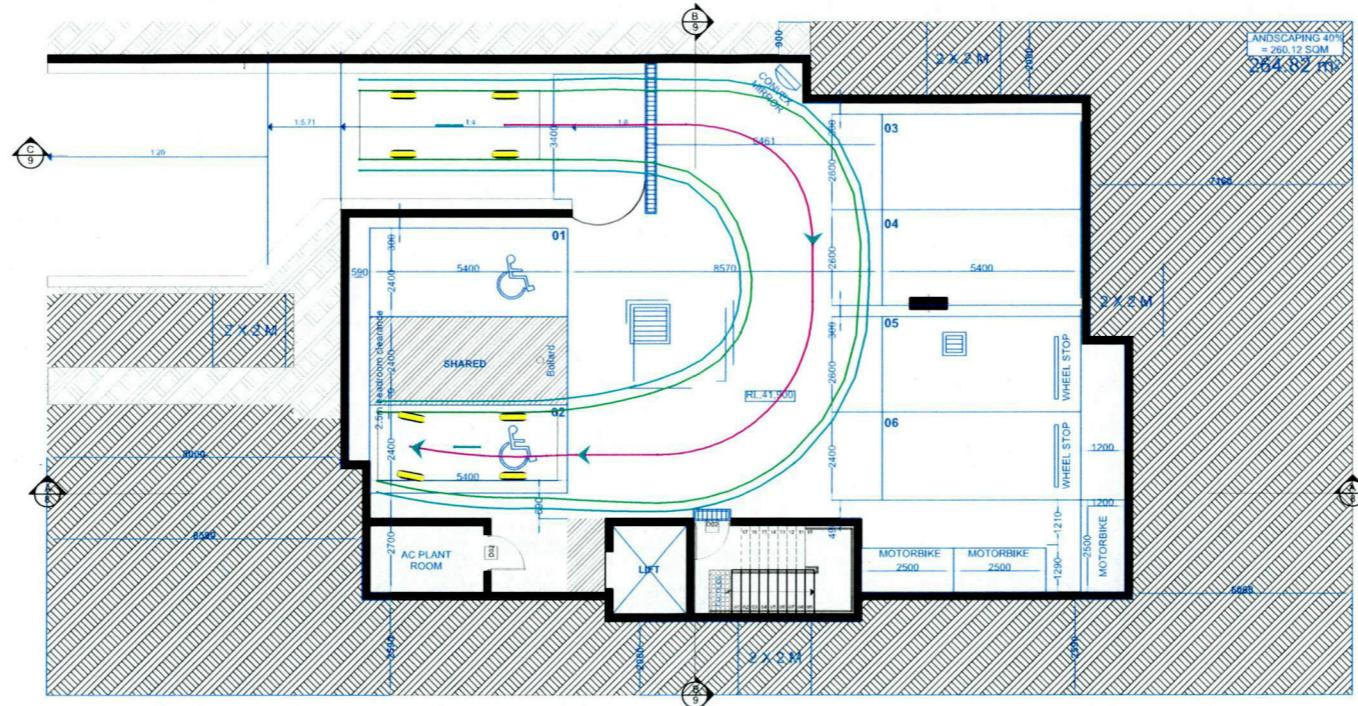
RS

HC7841920

8/15

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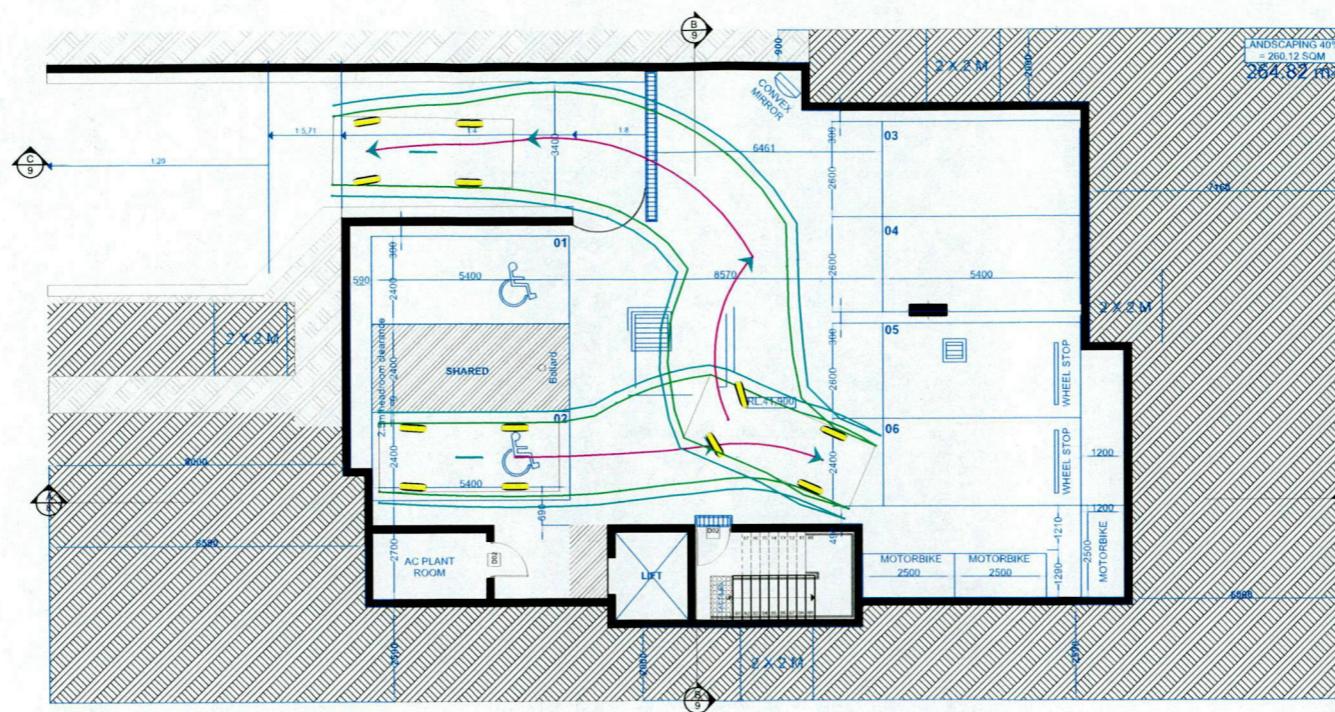
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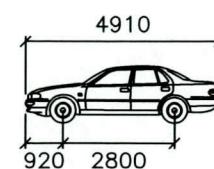
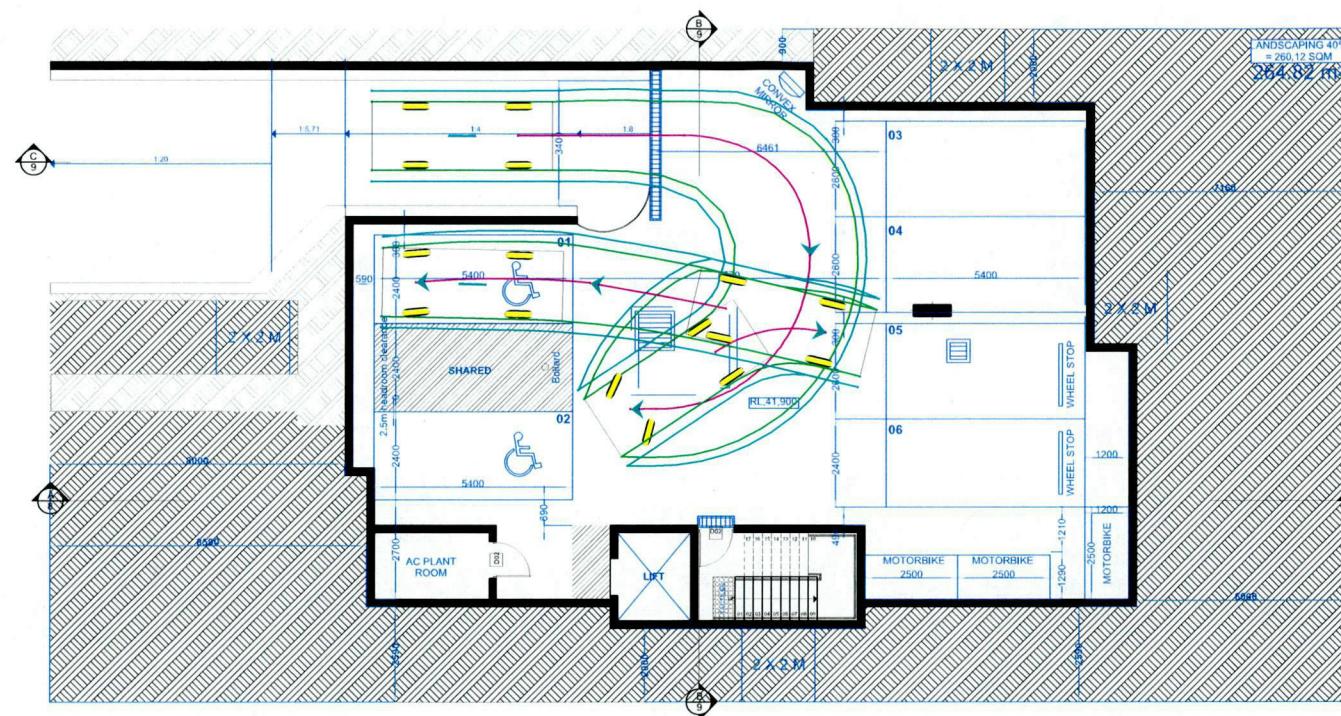
Width : 1870
 Track : 1770
 Lock to Lock Time : 6.0
 Steering Angle : 34.1

D.E.		VEHICLE SWEPT PATHS	
PROPOSED BOARDING HOUSE DEVELOPMENT			
6 EDITH STREET KINGSWOOD NSW			
1 : 200 (A3)		HC7841920	
27 MARCH 2020			
HT	RS		
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LAND AND ENVIRONMENT
COURT OF NSW
FILED ON
- 3 AUG 2020
INT



B85

mm
Width : 1870
Track : 1770
Lock to Lock Time : 6.0
Steering Angle : 34.1

0.1
VEHICLE SWEPT PATHS

PROPOSED BOARDING HOUSE
DEVELOPMENT
6 EDITH STREET
KINGSWOOD NSW

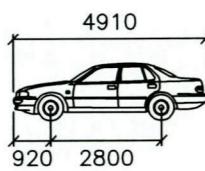
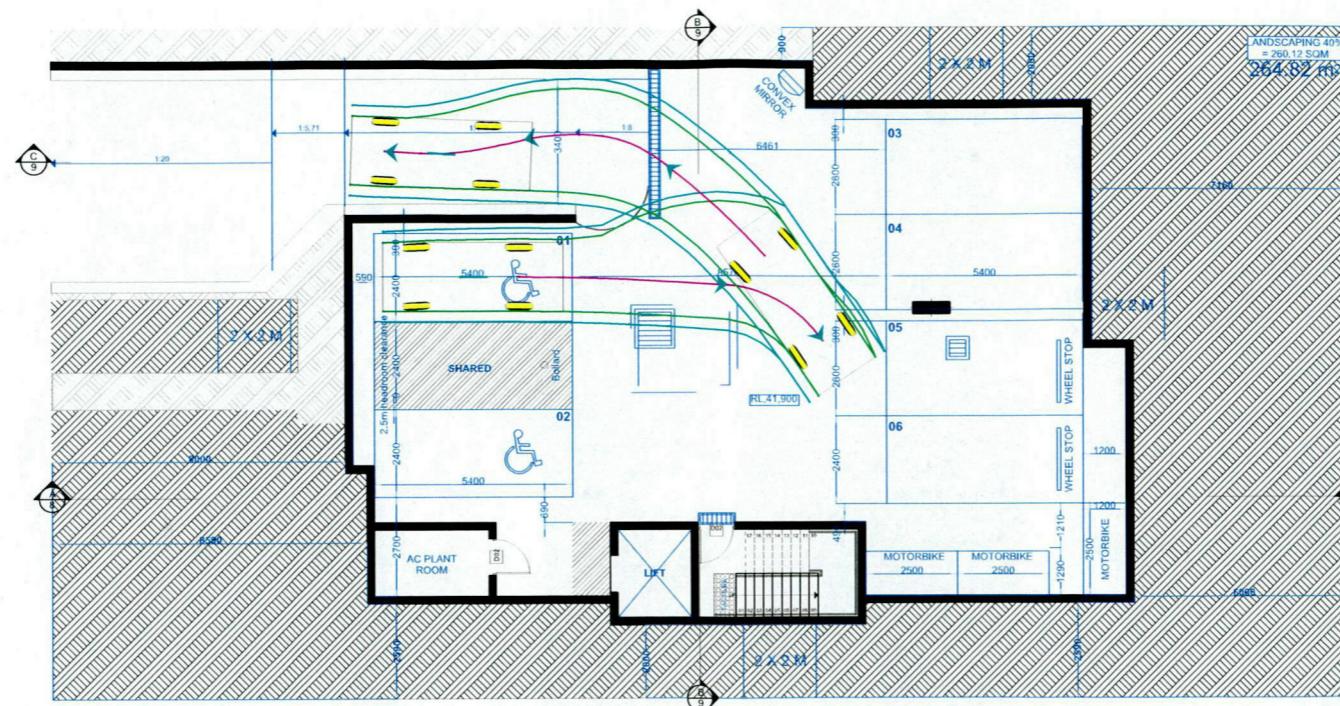
1 : 200 (A3)	HC7841920
27 MARCH 2020	
HT RS	

11/15

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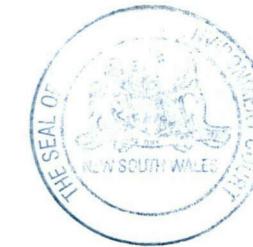
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B85

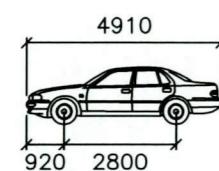
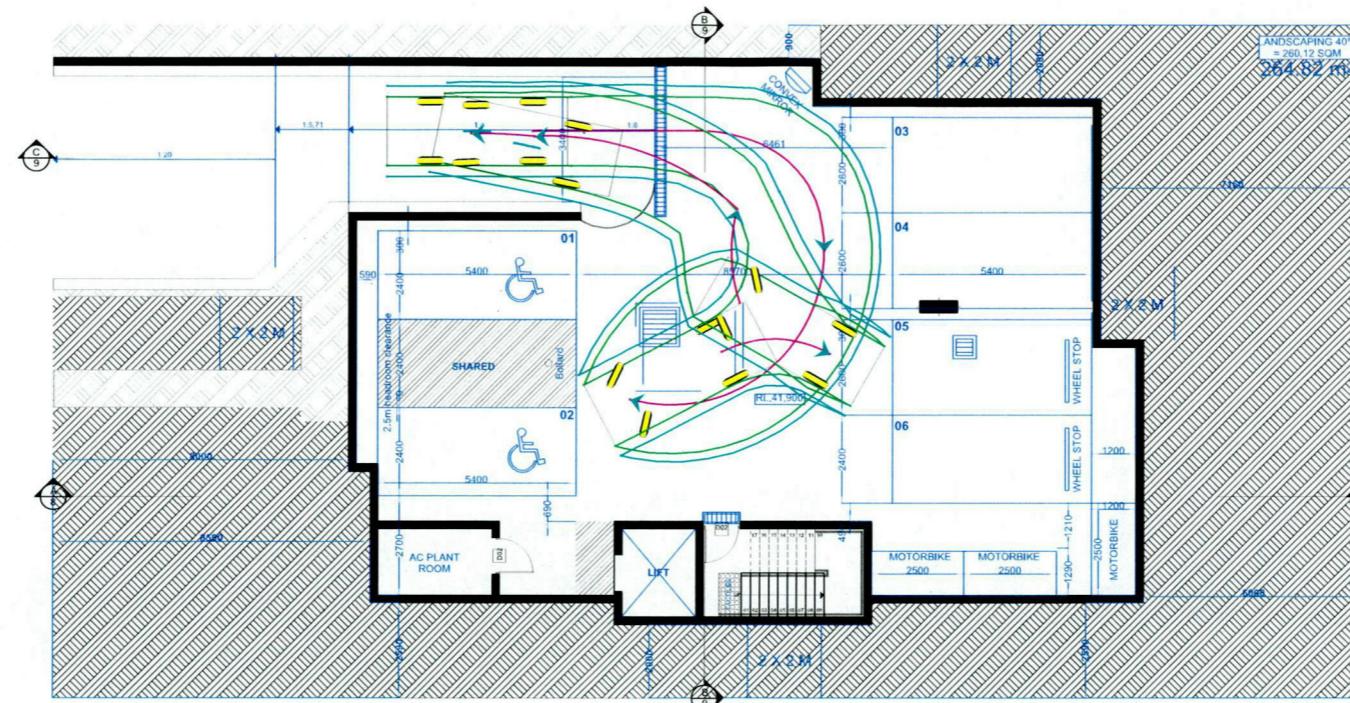
Width	mm
Track	: 1870
Lock to Lock Time	: 1770
Steering Angle	: 6.0
	: 34.1

<p>VEHICLE SWEPT PATHS</p> <p>PROJECT NAME: 6 EDITH STREET PROPOSED BOARDING HOUSE DEVELOPMENT</p> <p>6 EDITH STREET KINGSWOOD NSW</p>		<p>Hemanote Consultants</p>	
<p>1 : 200 (A3)</p> <p>27 MARCH 2020</p> <p>HT RS</p> <p>12/15</p>		<p>HEMANOTE CONSULTANTS ABN 94 606 345 117 PO BOX 743 MOOREBANK NSW 1875 CONTACTS: 0414 251 845 & 0414 445 497 EMAIL: hemanote@optusnet.com.au</p>	



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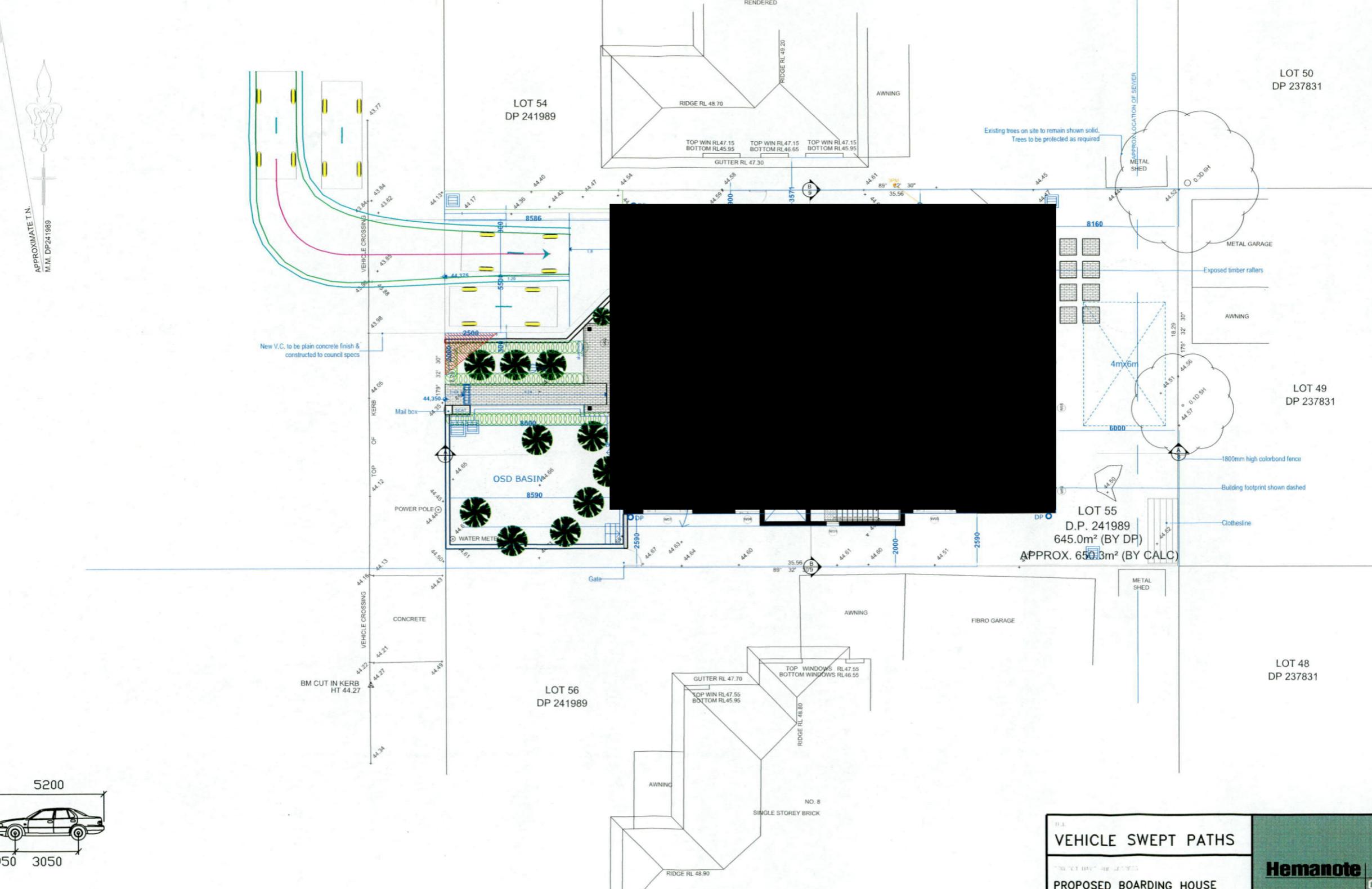
B85

mm
Width : 1870
Track : 1770
Lock to Lock Time : 6.0
Steering Angle : 34.1

VEHICLE SWEPT PATHS	
260.12 SQM 264.82 m	
PROPOSED BOARDING HOUSE DEVELOPMENT	
6 EDITH STREET	
KINGSWOOD NSW	
1 : 200 (A3)	HC7841920
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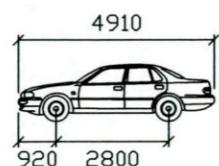
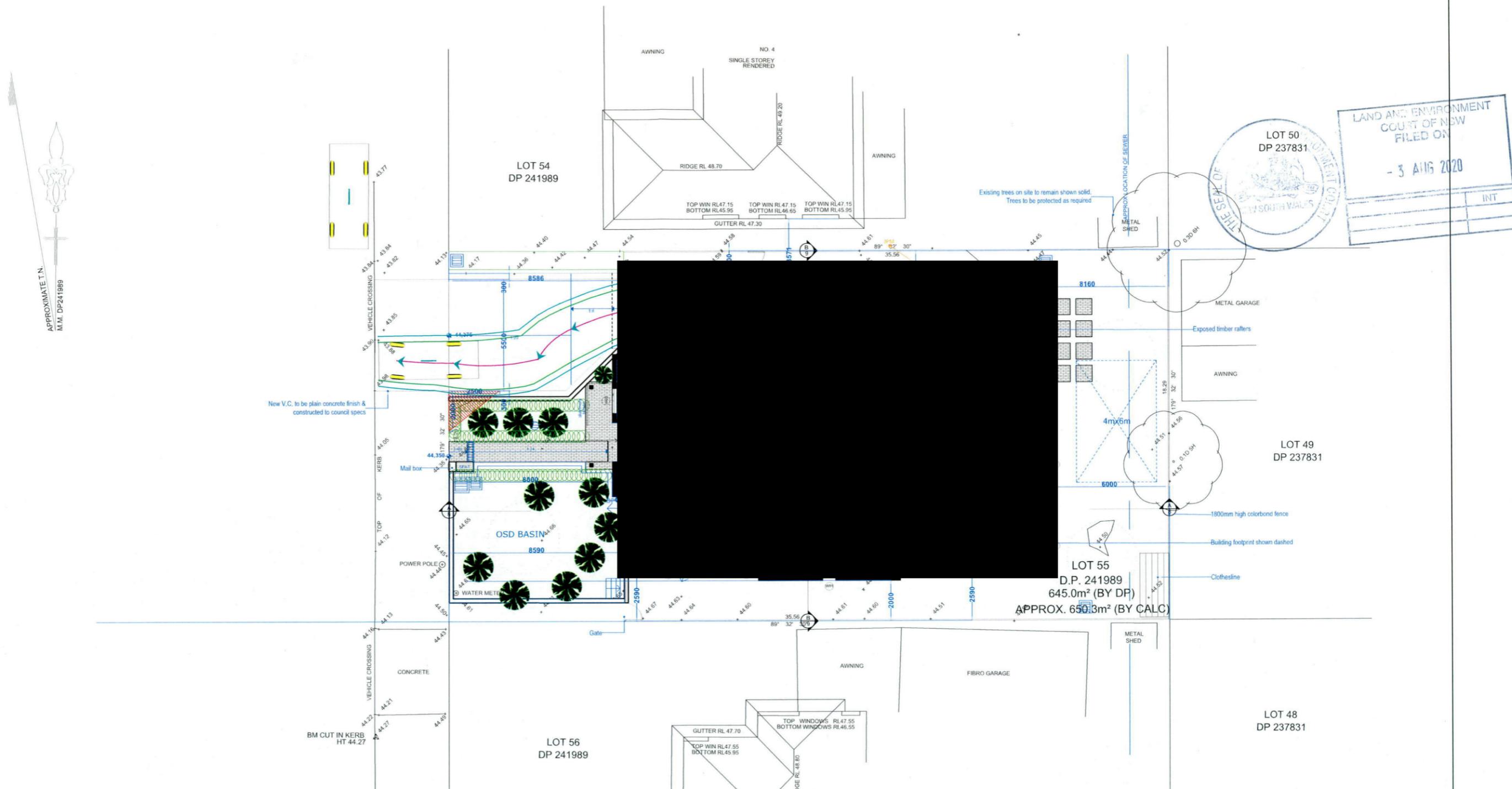
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

The diagram shows a perspective view of a single-story building with a gabled roof. The ridge of the roof is labeled "RIDGE RL 48.90". The building has a rectangular footprint with a gabled end. The roof is supported by vertical columns at the corners. The text "SINGLE STOREY BR" is visible in the top right corner of the drawing.

VEHICLE SWEPT PATHS

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