

Traffic Impact Assessment

4 Kunari Place, 94 & 96 Park Street, Mona Vale
Proposed Residential Development

25072

Prepared for
Mona Vale Central Pty Ltd

15 May 2025



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Document Information

Report	Traffic Impact Assessment
Client	Mona Vale Central Pty Ltd
Proposal	Proposed Residential Development
Architect	Walsh Architects
Project Location	4 Kunari Place, 94 & 96 Park Street, Mona Vale
Council	Northern Beaches Council
Job Number	25072
Date	15/05/2025

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
1	29/04/2025	Draft	RM, LN	BL
2	15/05/2025	For Issue	LN	BL



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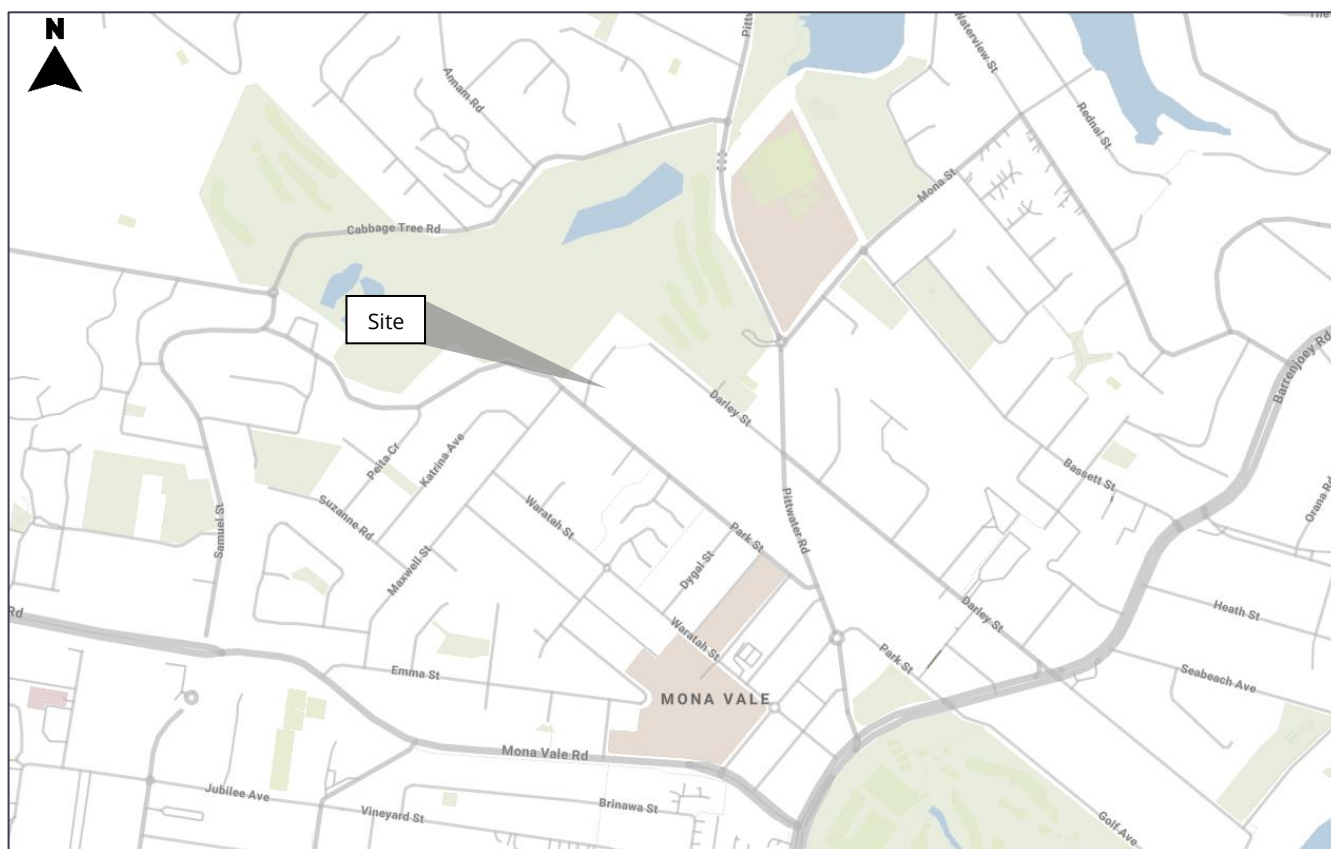


1 Introduction

1.1 Background

This report has been prepared to accompany a Development Application to Northern Beaches Council for a Proposed Residential Development at 4 Kunari Place, 94 & 96 Park Street, Mona Vale (Figure 1-1).

Figure 1-1 Site



Source: Mecone (Modified by Genesis Traffic)

1.2 Scope of Works

The purpose of this report is to:

- describe the proposed development scheme
- describe the existing site, 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:

- Australian Standard Part 1: Off-street Car Parking (AS2890.1:2004)
- Australian Standard Part 3: Bicycle Parking (AS2890.3:2015)
- Pittwater Development Control Plan
- Guide to Transport Impact Assessment, NSW Government, 2024



2 Proposed Development

The proposal seeks consent for a development outcome that involves:

- 27 apartments in the following composition:
 - 2 x one-bedroom apartments
 - 13 x two-bedroom apartments
 - 12 x three-bedroom apartments
- Basement car park - 66 car spaces

Vehicle access will be provided at Kunari Place.

Details of the proposal are indicated in the architectural plans prepared by Walsh Architects which accompany the submission and are reproduced in part in **Attachment 1**.

3 Existing Conditions

3.1 Site and Surrounding Context

The development site (Figure 3-1) is legally known as Lot 2 in DP 222636, Lot 13 in DP 226681 and Lot 42 in DP 11108, located at 4 Kunari Place, 94 & 96 Park Street, Mona Vale. The site occupies an approximate area of 3,050m² and has frontages to Kunari Place and Park Street.

Figure 3-1 Site Context



Source: Metromap (Modified by Genesis Traffic)

The site is occupied by 4 residential dwellings at present, with vehicle access points located at Kunari Place and Park Street.

The adjoining and surrounding land uses include:

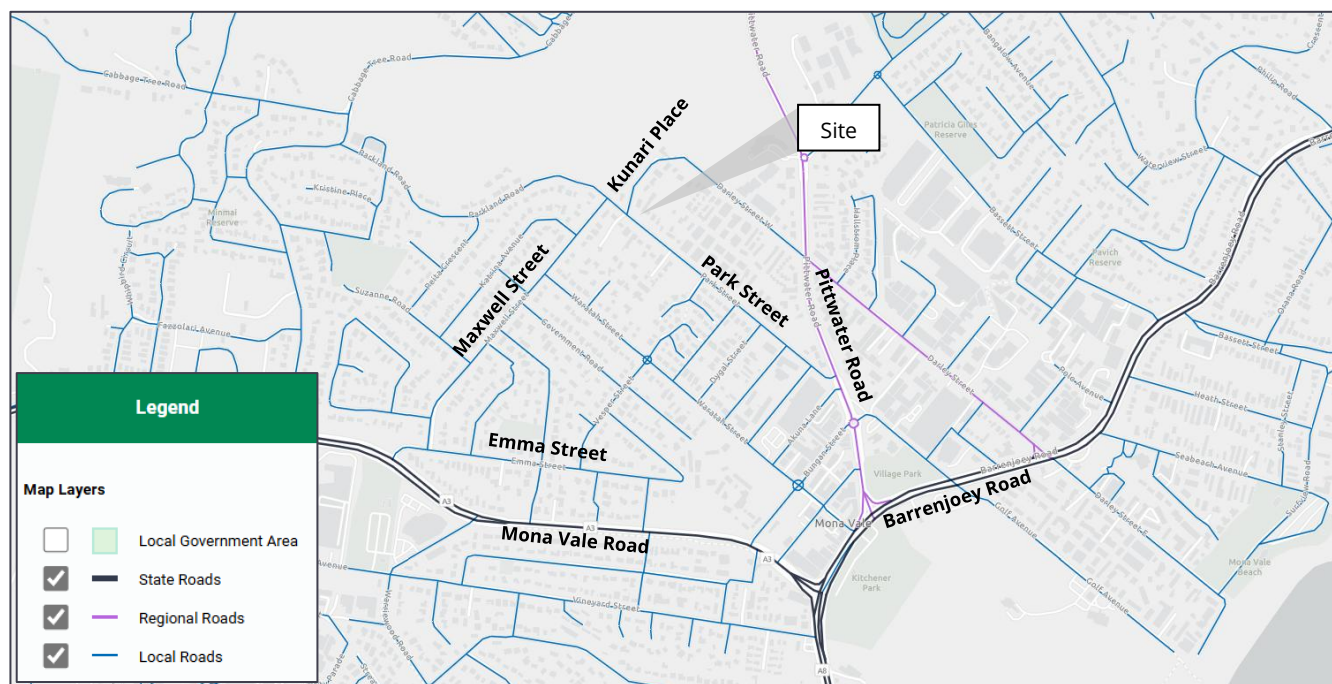
- low-density residential development surrounding the site predominantly
- Bayview Golf Course to the north
- Pittwater High School to the northeast



3.2 Road Network

The existing road network serving the site area (Figure 3-2) are detailed in Table 3-1:

Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

Road Name	Description
Mona Vale Road	- State Road - Speed limit 60 km/h 2 lanes in each direction - Clearway restriction at all times along both sides of the street
Barrenjoey Road	- State Road - Speed limit 60 km/h 3 lanes in each direction - Clearway restriction between 6am – 10am Monday to Friday along the northbound traffic and 3pm-7pm Monday to Friday along the southbound traffic
Pittwater Road	- Regional Road - Speed limit 60 km/h 2 lanes in each direction



	· A mix of unrestricted, restricted parking and no Stopping restriction along both sides of the street
Maxwell Street	· Local Road · Default speed limit 50 km/h · 1 lane in each direction · Unrestricted on-street parking along both sides of the street
Park Street	· Local Road · Posted speed limit 50 km/h · 1 lane in each direction · Unrestricted on-street parking along both sides of the street
Kunari Place	· Local Road (cul-de-sac) · Default speed limit 50 km/h · 1 lane in each direction · Unrestricted on-street parking along both sides of the street

3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site are detailed in Table 3-2:

Table 3-2 Surrounding Traffic Controls

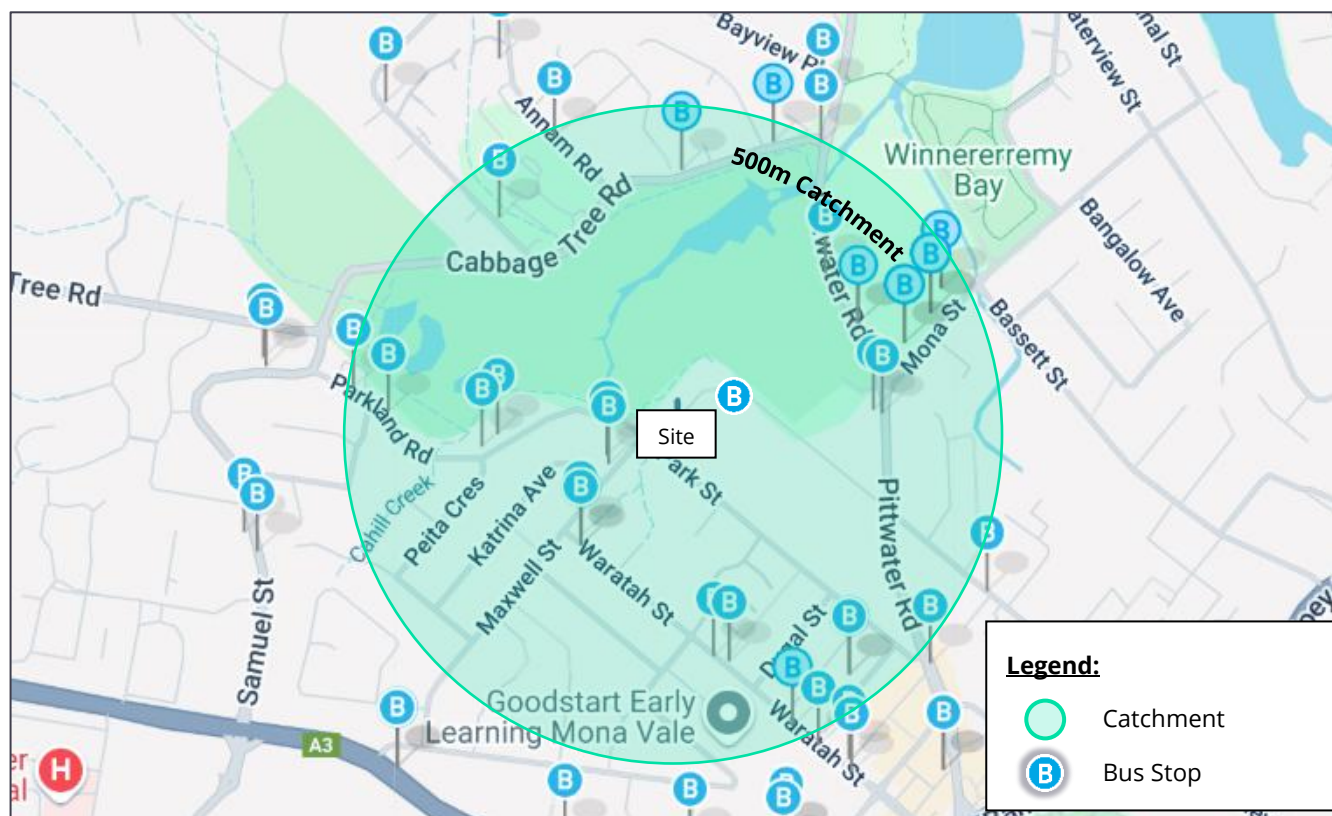
Traffic Control	Location
Traffic Signal	· Intersections of: ○ Pittwater Road and Barrenjoey Road ○ Mona Vale Road and Pittwater Road
Give-way / Stop Control	· Intersections of: ○ Emma Street and Mona Vale Road ○ Park Street and Pittwater Road
No Right Turn	· From Barrenjoey Road to Pittwater Road
Bus Lane	· Along parts of Pittwater Road
Pedestrian Crossing	· Along parts of ○ Park Street and Maxwell Street



3.4 Public Transport Services

The local public transport services are illustrated in Figure 3-3.

Figure 3-3 Local Public Transport Locations



Source: Google Map (Modified by Genesis Traffic)

Bus

Local bus services are within walking distance of the site. The nearest bus stop is located 140m from the site on Maxwell Street. Table 3-3 outlines these bus services.

Table 3-3 Bus Services Provision

Bus Line	Bus Route	Peak Frequency
155	Bayview Garden Village to Narrabeen and Frenchs Forest	1 trip per hour
156	McCarrs Creek to Mona Vale	2 trips per hour
182	Mona Vale to Narrabeen	1 trip per hour



4 Parking Assessment

4.1 Car Parking Requirement

The applicable car parking rates (Table 4-1) are provided in Section B6.3 of the Pittwater DCP.

Table 4-1 DCP Car Parking Rates

Land Use	Element	Parking Rates
Multi Dwelling Housing, Residential Flat Buildings and Shop-Top Housing	1-Bed	1.0 space per dwelling
	2-Bed or more	2.0 spaces per dwelling
	Visitor	1.0 space per 3 dwellings

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

Table 4-2 Required Car Parking Spaces

Land Use	Element	Unit	Requirement	Provision
Multi Dwelling Housing, Residential Flat Buildings and Shop-Top Housing	1-Bed	2 units	2	56
	2-Bed or more	25 units	50	
	Visitor	27 units	9	9
Total			61 spaces	65 spaces

Based on the above, the minimum parking provision is 61 car spaces. Furthermore, the DCP requires the provision of a car wash bay for developments with 10 or more dwellings. Accordingly, a car wash bay is provided within the basement to satisfy the DCP requirement.

In summary, it is proposed to provide 65 parking spaces (plus 1 car wash bay) to satisfy the DCP requirement, being:

- 56 x Resident
- 9 x Visitor

4.2 Bicycle Parking Requirement

The DCP provides a bicycle parking rate of 1 space per 3 dwellings for residential developments.

Applying the DCP rate to the proposal will generate a requirement of 9 bicycle spaces. Accordingly, it is proposed to provide 9 bicycle spaces to comply with the DCP requirement.



4.3 Loading and Servicing Requirement & Arrangement

The development waste will be collected on-street along the Kunari Place frontage by Council's waste team. Other infrequent loading and servicing needs will also be satisfied by the ample on-street parking, as is normal for developments of this nature and scale.



5 Access and Circulation Design

5.1 Access

The proposed access driveway will be located at Kunari Place.

Details of the access design and geometry are discussed in Section 5.2.

5.2 Design Assessment and Internal Circulation

A detailed review of the car park has been undertaken to assess its conformance with the relevant AS2890 design criteria. The assessment outcome is tabulated below for ease of reference.

Table 5-1 Off-street Car Parking (AS2890.1:2004) Criteria

Features	Requirement	Provision	Compliance	Notes
Access Driveways				
Access Driveway Location	6m clear from intersection	Provided	Yes	
Access Width	(Category 1) 3.0m - 5.5m	9.6m	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% (1:20) down	5% for 5m	Satisfactory	See Note 1
Straight Ramp / Driveway				
Ramp Grade (Private Carpark)	Up to 20m Max 25% (1:4)	25%	Yes	
Transitions	Min 2.0m	2.0m	Yes	
Grade Transitions	Crest: Max 12.5% (1:8) Sag: Max 15% (1:6.7)	Crest: Max 12.5% Sag: Max 15%	Yes	
Roadways Width (One-way)	Min 3.0m	>3.0m	Yes	
Roadways Width (Two-way)	Min 5.5m	>5.5m	Yes	
Vertical Obstruction Clearance / Kerbs	300mm on both sides	Provided	Yes	
Headroom Clearance	Min 2.2m	>2.2m	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 (+ 300mm from wall)	6.1m	Yes	
Door Clearance	300mm	Provided	Yes	
Blind Aisle	Min 1.0m	>1.0m	Yes	
Headroom Clearance	Min 2.2m	>2.2m	Yes	
Gradient	Max 5% (1:20)	Level	Yes	

Note 1:

It is noted that the first 5m 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.

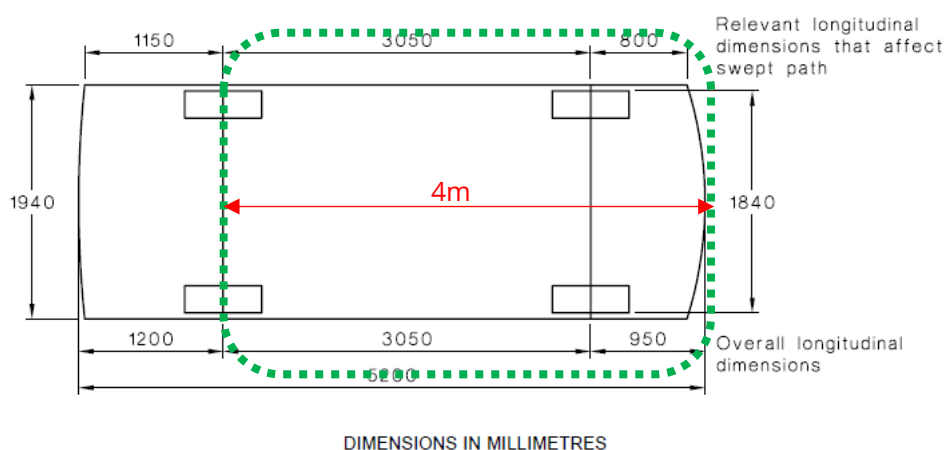
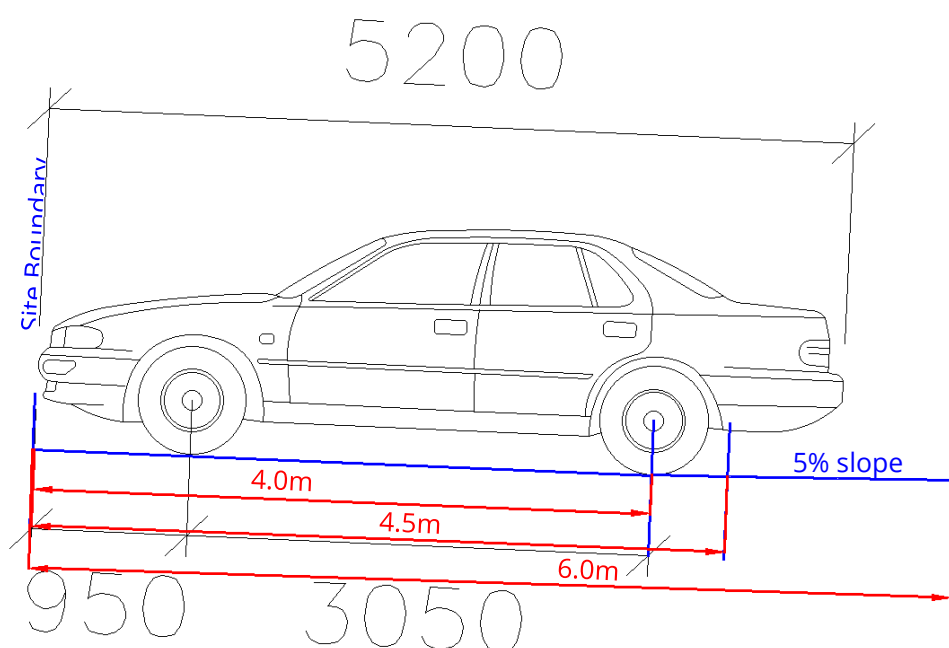


FIGURE B1 B99 (99.8TH PERCENTILE) VEHICLE

The B99 vehicle template indicates that the front of the car to the rear wheel is 4m long. This indicates that a B99 car can remain within the 5m ramp and still maintain adequate sight lines to/from crossing pedestrians along the frontage footpaths. On this basis, a 5m-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 5m 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.

Table 5-2 Bicycle Parking (AS2890.3:2015) Criteria

Features	Requirement	Provision	Compliance	Notes
Horizontal Bicycle Parking				
Space Dimension	1.8m long x 0.5m wide	1.8m long x 0.5m wide	Yes	
Aisle	1.5m	>1.5m	Yes	
Gradient	Max 5% (1:20)	Level	Yes	
Height Clearance	Min 2.2m	>2.2m	Yes	

In summary, the assessment confirms that the design provisions in relation to the access, car parking circulation and arrangement in respect to the proposal generally comply with the AS2890 design criteria.



5.3 Swept Path Analysis

All critical vehicle movements in the proposed car parking facility have been assessed using Autoturn. Details of the assessment outcome, which demonstrate a satisfactory design provision, are provided in **Attachment 2**.



6 Traffic Assessment

6.1 Existing Traffic Condition

Observations in the site's locality reveal a generally free-flowing operation on Park Street and Kunari Place during peak periods. There is no apparent capacity constraint in the immediate surrounding road network during peak periods.

6.2 Existing Traffic Generation

The Guide to Transport Impact Assessment (2024) provides average weekday peak hour traffic generation rates for low-density residential dwellings in Sydney areas, as follows:

- 0.68 vehicle trips per hour (vtph) per unit during the AM peak hour
- 0.77 vehicle trips per hour (vtph) per unit during the PM peak hour

Applying these rates to the existing 4 residential dwellings would result in a traffic generation outcome of 3 vtph.

6.3 Development Traffic Generation

The Guide to Transport Impact Assessment (2024) specifies average peak hour traffic generation rates for medium-density residential development in Sydney areas, as follows:

- 0.39 vehicle trips per hour (vtph) per unit during the AM peak hour
- 0.37 vehicle trips per hour (vtph) per unit during the PM peak hour

Based on the above, the proposed 27 residential units would generate 11 vtph during AM and PM peak periods respectively.

6.4 Overall Traffic Generation and Distribution

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

$$\begin{aligned}\text{Additional Traffic Generation} &= \text{Development Traffic Generation} - \text{Existing Traffic Generation} \\ &= 11 \text{ vtph} - 3 \text{ vtph} \\ &= 8 \text{ vtph}\end{aligned}$$

Based on the above, the proposal will likely result in the addition of 8 vehicle movements per hour during the peak periods. Traffic generation of this order of magnitude will not be perceptible in this context of the existing road network. It is concluded on this basis that the development traffic will not unduly impact the surrounding road network.



7 Conclusion

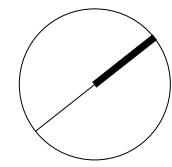
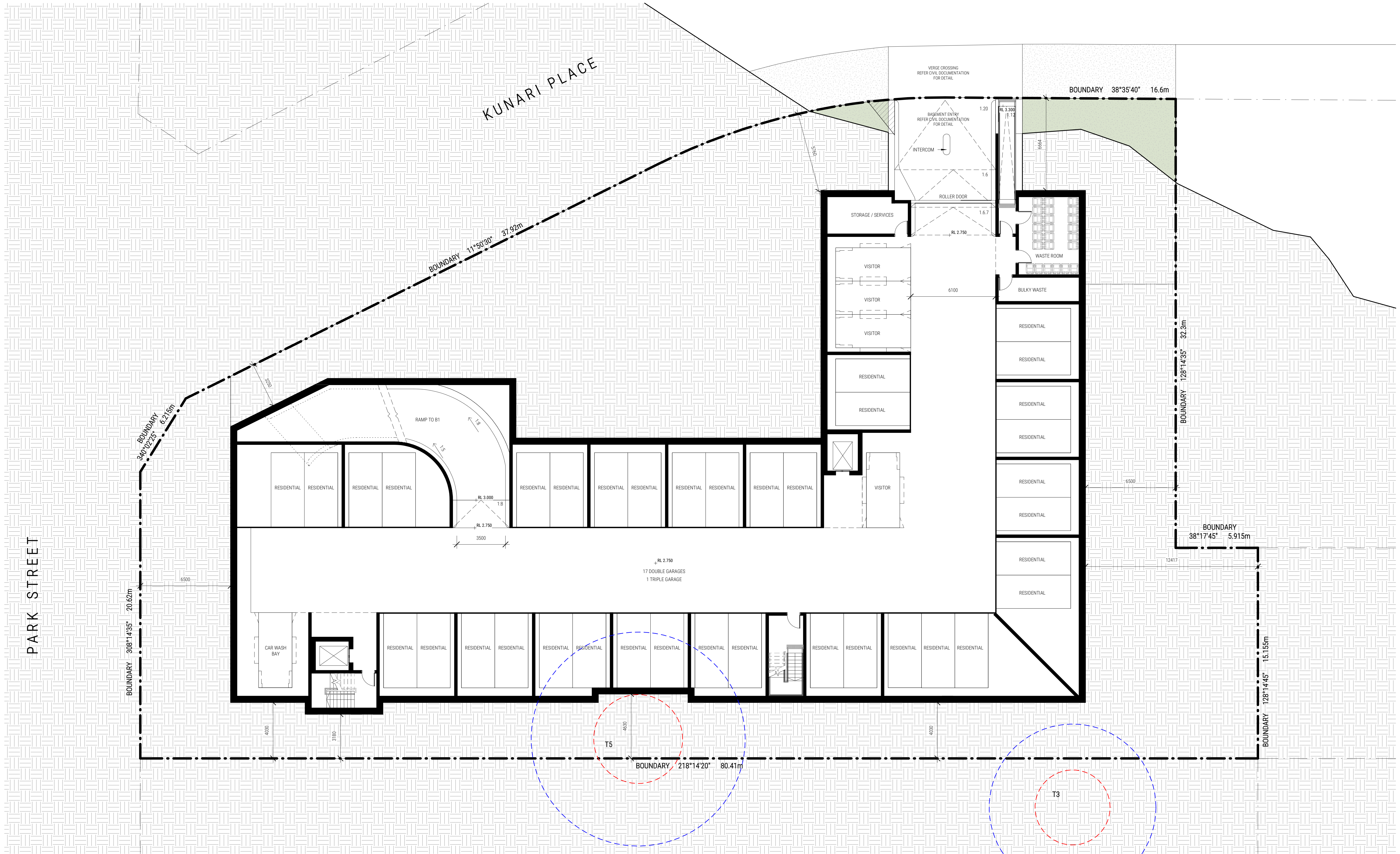
The traffic and parking assessment undertaken for the Proposed Residential Development at 4 Kunari Place, 94 & 96 Park Street, Mona Vale has concluded that:

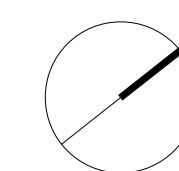
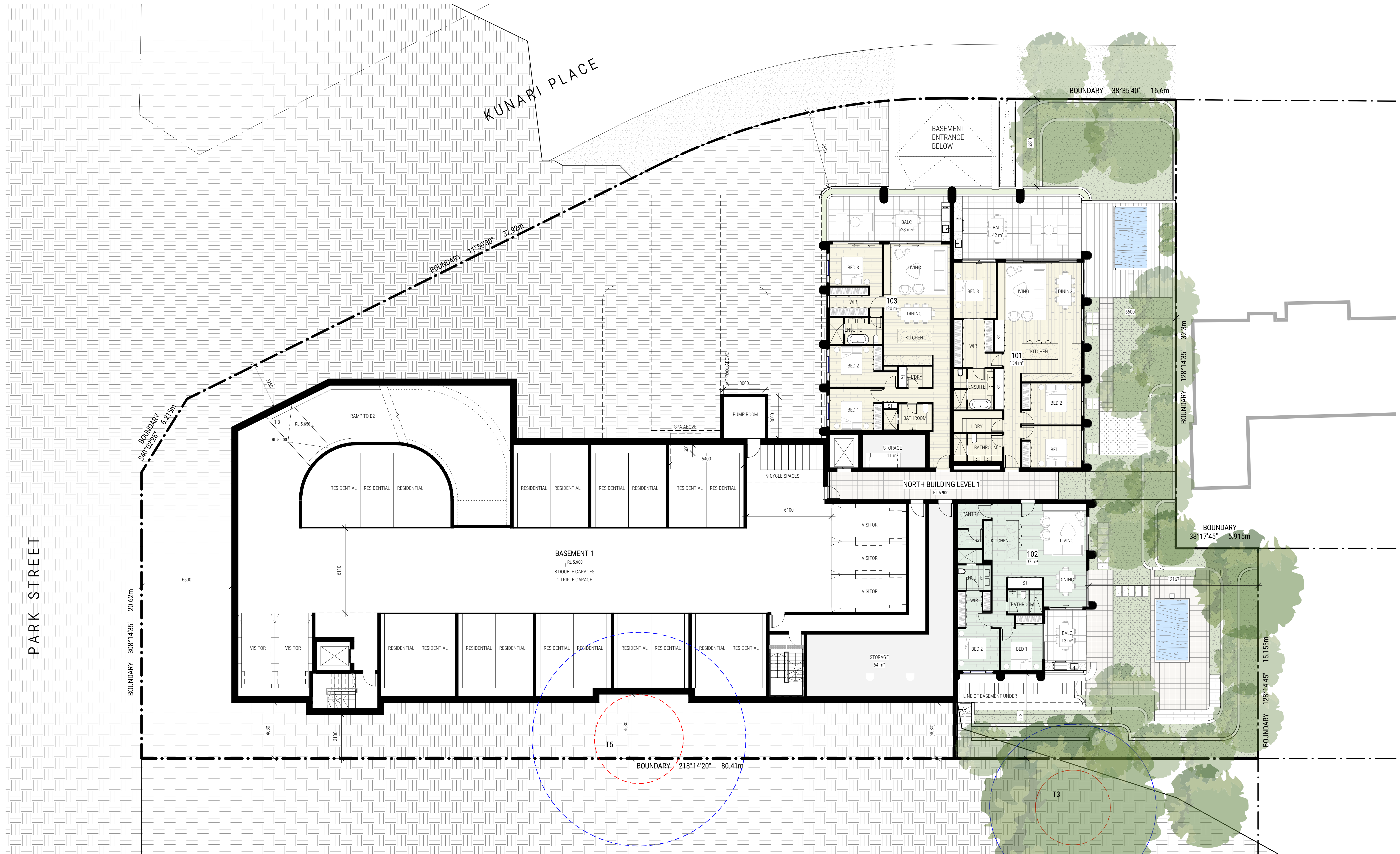
- the traffic generation of the proposed development will not present any adverse traffic implications
- the proposed parking provision will comply with the Council's DCP criteria and will adequately serve the development
- the proposed access, internal circulation and parking arrangements will be consistent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

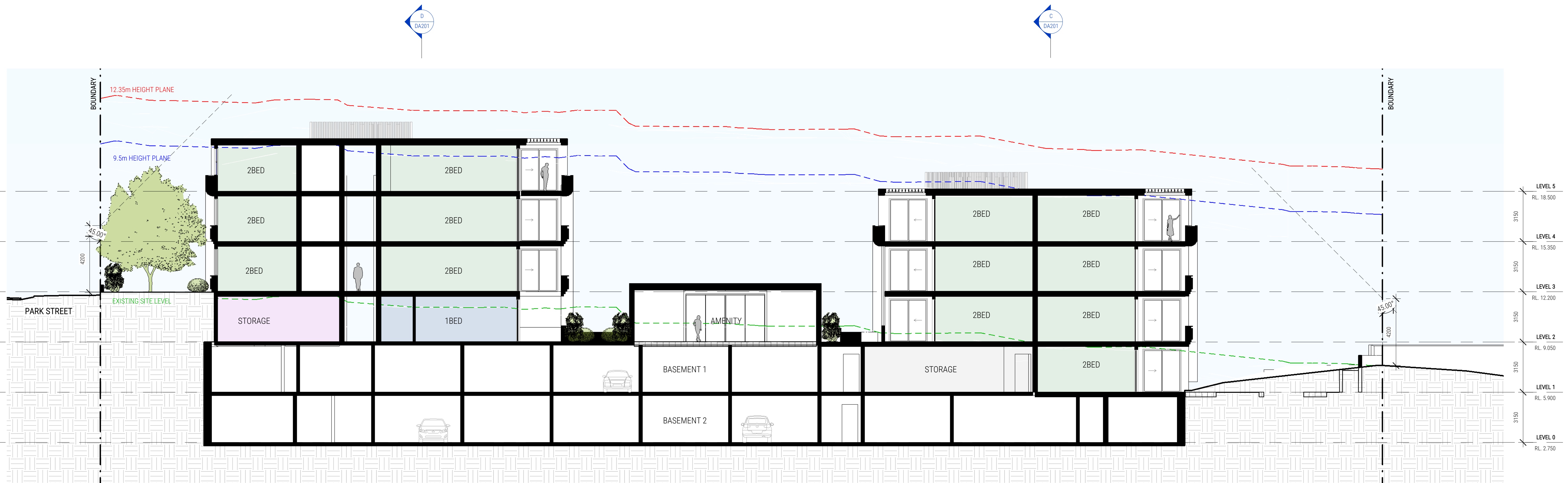


Attachment 1

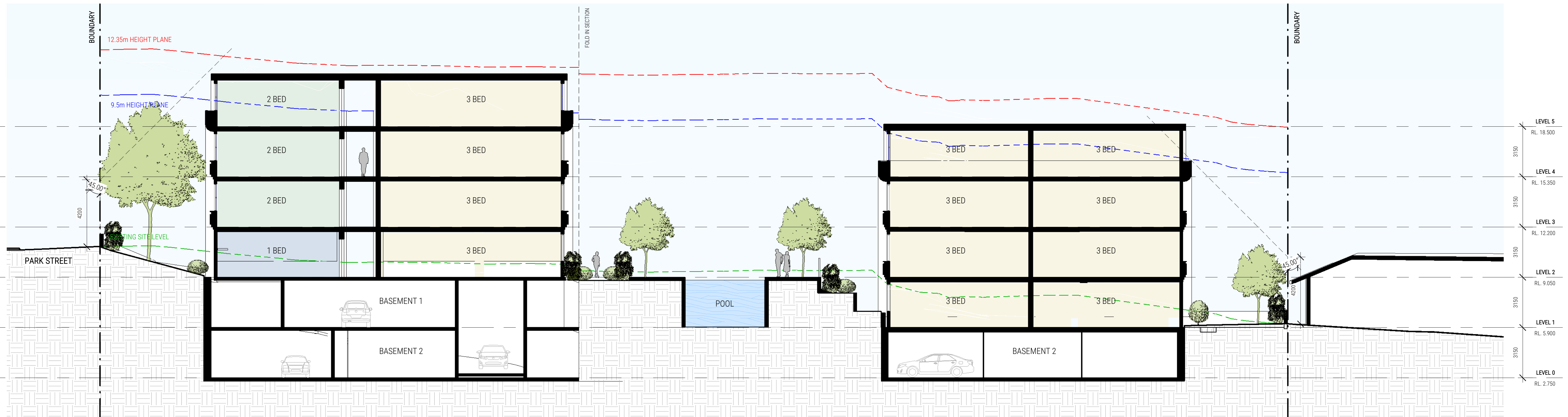
Architectural Plans



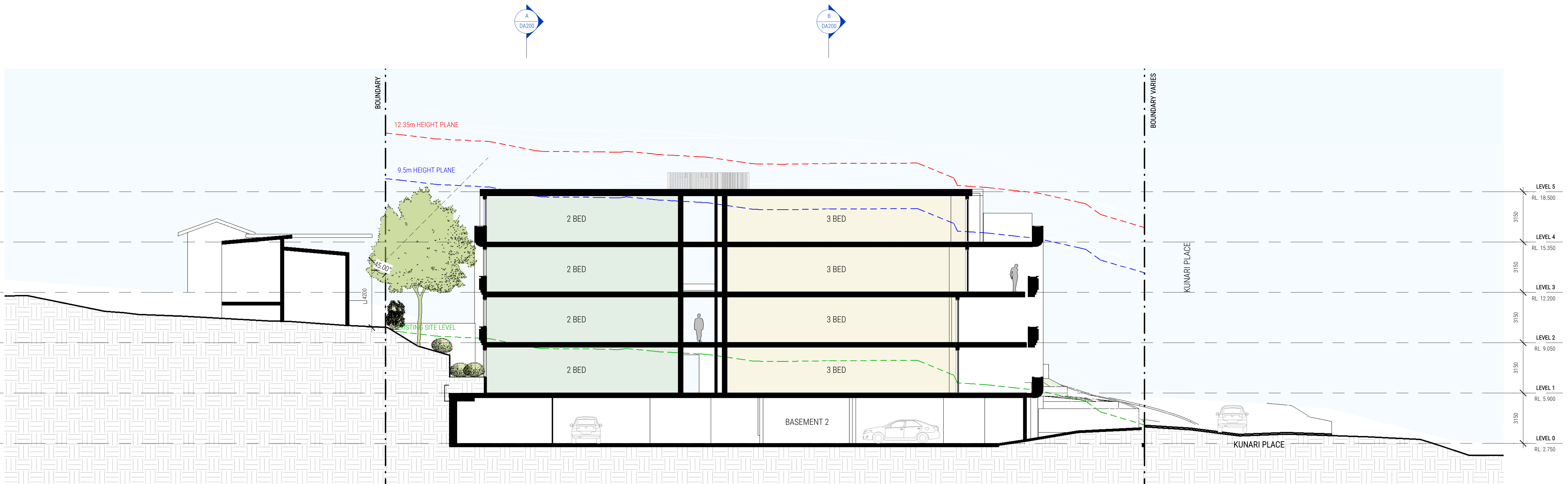




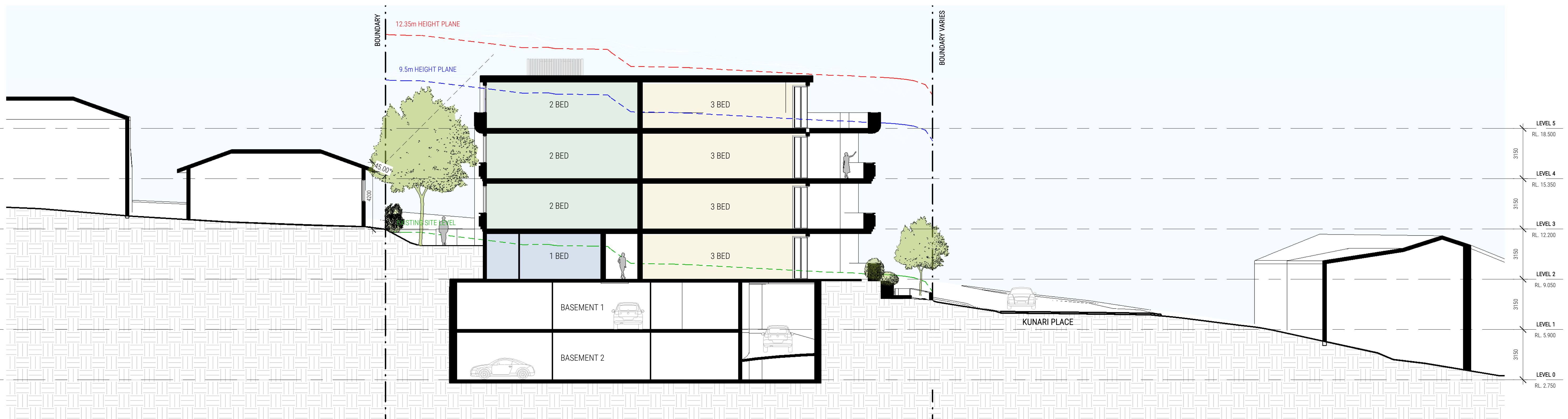
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B Section B-B
DA200/ 1:125 @ A1



C Section C-C
DA201 1:125 @ A1

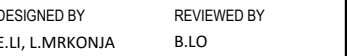


D Section D-D
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Attachment 2

Turning Path Assessment



ISSUE DATE 15 May 2025

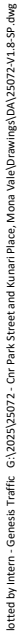
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DRAWING REF NO. 25072-V1.8-SP

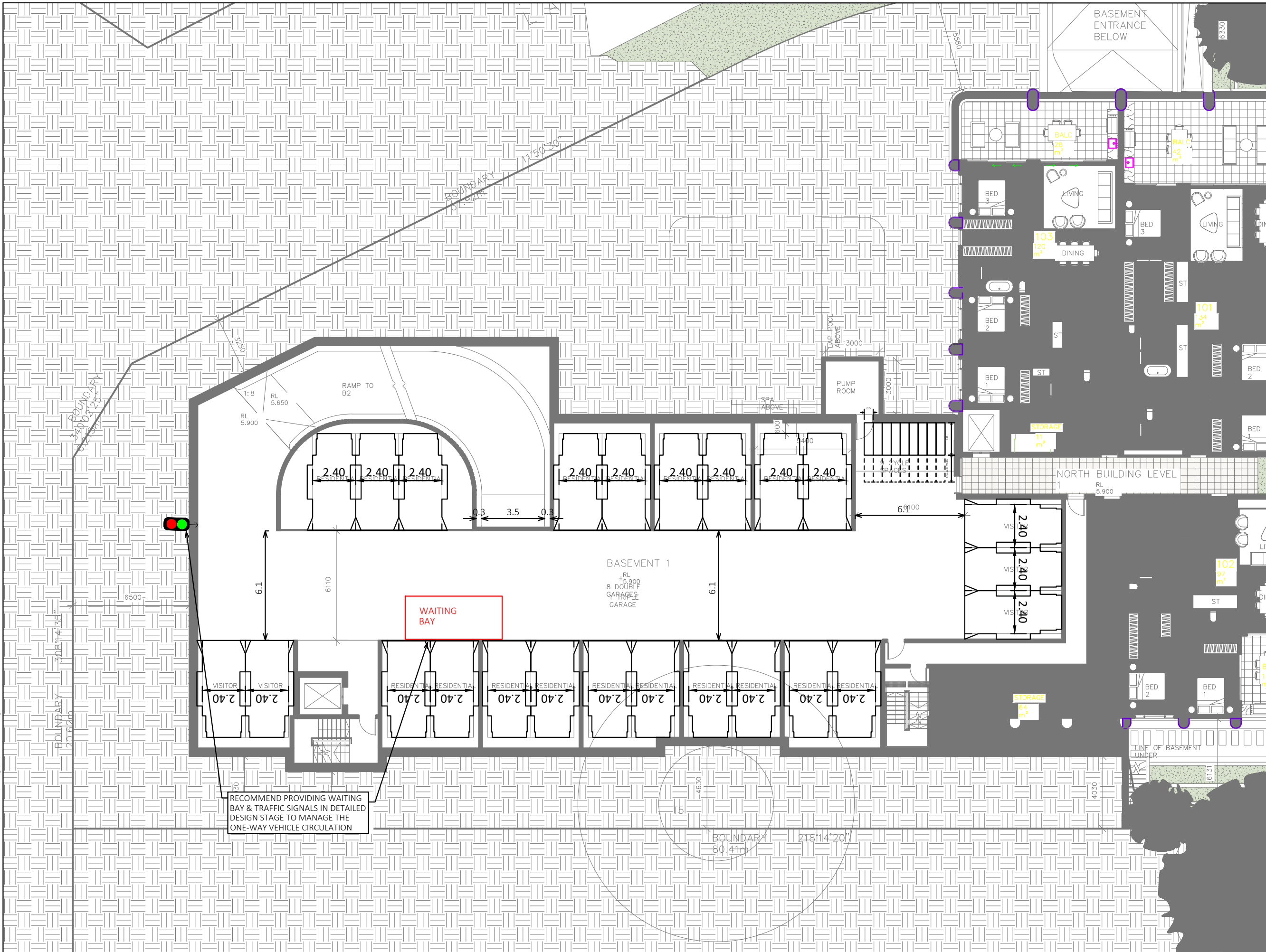
LEGENDS/NOTES

- 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
- MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3

AS2890.1:2004



Plotted by Intern - Genesis Traffic G:\2025\25072 - Cnr Park Street and Kunari Place, Mona Vale\Drawings\DA\25072-V1.8-SP.dwg



PROJECT

CNR PARK STREET AND KUNARI PLACE, MONA VALE

TITLE

COMPLIANCE CHECK

LEVEL 1

SCALE
A3
1:200
0 2.0 4.0

DESIGNED BY
E.LI, L.MRKONJA

REVIEWED BY
B.LO

DRAWING REFERENCE (SOURCE):
G:\2025\25072 - CNR PARK STREET AND KUNARI PLACE, MONA VALE\DRAWINGS\DA\20250515

ISSUE DATE
15 May 2025

SHEET NO.
02 OF 07

DRAWING REF NO.
25072-V1.8-SP

LEGENDS/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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- MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004

RECOMMEND PROVIDING WAITING BAY & TRAFFIC SIGNALS IN DETAILED DESIGN STAGE TO MANAGE THE ONE-WAY VEHICLE CIRCULATION

PROJECT

CNR PARK STREET AND
KUNARI PLACE, MONA
VALE

TITLE

SWEPT PATH ASSESSMENT

B85 & B99 SITE ENTRY AND
EXIT

BASEMENT 2



SCALE
A3
1:100
0 1.0 2.0

DESIGNED BY

E.LI, L.MRKONJA

REVIEWED BY

B.LO

DRAWING REFERENCE (SOURCE):

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AND KUNARI PLACE, MONA
VALE\DRAWINGS\DA\20250515

ISSUE DATE 15 May 2025

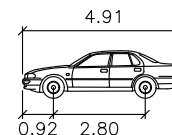
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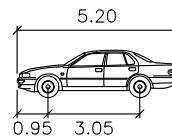
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- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



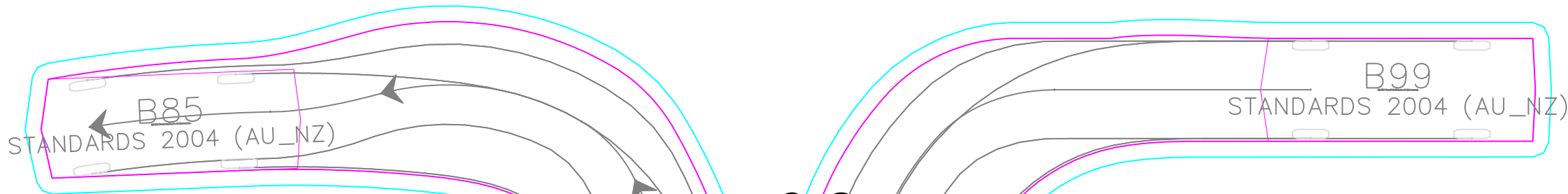
B85

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Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1



B99

Width : 1.94 meters
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9



B99
STANDARDS 2004 (AU_NZ)

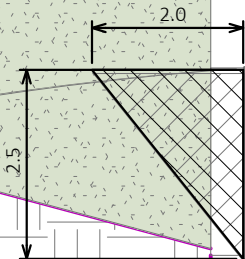
9.6

VERGE
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DOCUMENTATION
DETAIL

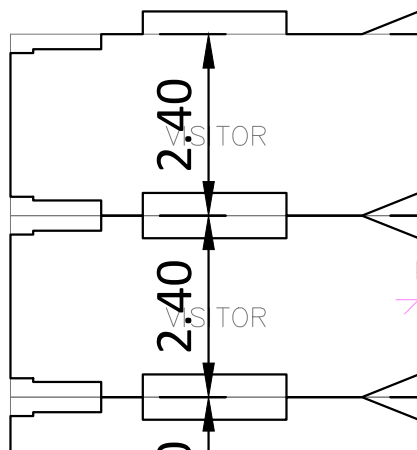
BASEMENT
REFERRING
DOCUMENTATION
DETAIL

INTERCOM

BOUNDARY 38°35'40"
16.6m



STORAGE /
SERVICES



STOR

STOR

B85
STANDARDS 2004 (AU_NZ)

B99
STANDARDS 2004 (AU_NZ)

RL
3.300

5.0

2.7

2.0

WASTE
ROOM

BULKY
WASTE

2.0

PROJECT

CNR PARK STREET AND
KUNARI PLACE, MONA
VALE

TITLE

SWEPT PATH ASSESSMENT

B85 & B99 PASSING
PROVISION

BASEMENT 2



SCALE
A3 1:200
0 2.0 4.0

DESIGNED BY

E.LI, L.MRKONJA

REVIEWED BY

B.LO

DRAWING REFERENCE (SOURCE):

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AND KUNARI PLACE, MONA
VALE\DRAWINGS\DA\20250515

ISSUE DATE 15 May 2025

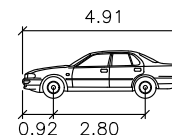
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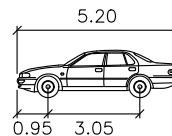
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- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85

Width : 1.87 meters
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1



B99

Width : 1.94 meters
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9

PROJECT

CNR PARK STREET AND
KUNARI PLACE, MONA
VALE

TITLE

SWEPT PATH ASSESSMENT

B99 CIRCULATION

BASEMENT 2



SCALE
A3
1:200
0 2.0 4.0

DESIGNED BY

E.LI, L.MRKONJA

REVIEWED BY

B.LO

DRAWING REFERENCE (SOURCE):

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VALE\DRAWINGS\DA\20250515

ISSUE DATE 15 May 2025

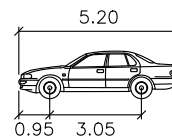
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LEGENDS/NOTES

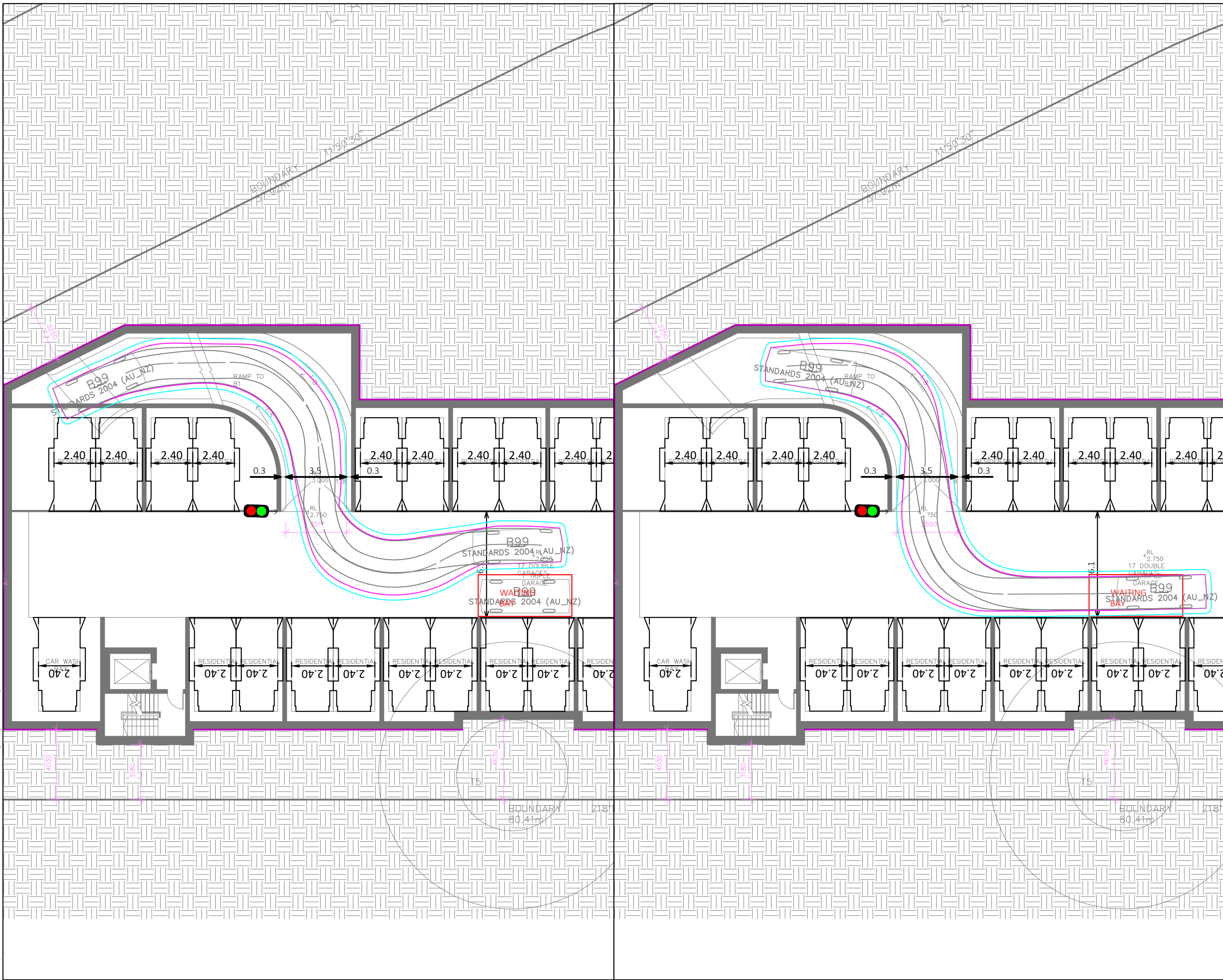
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- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

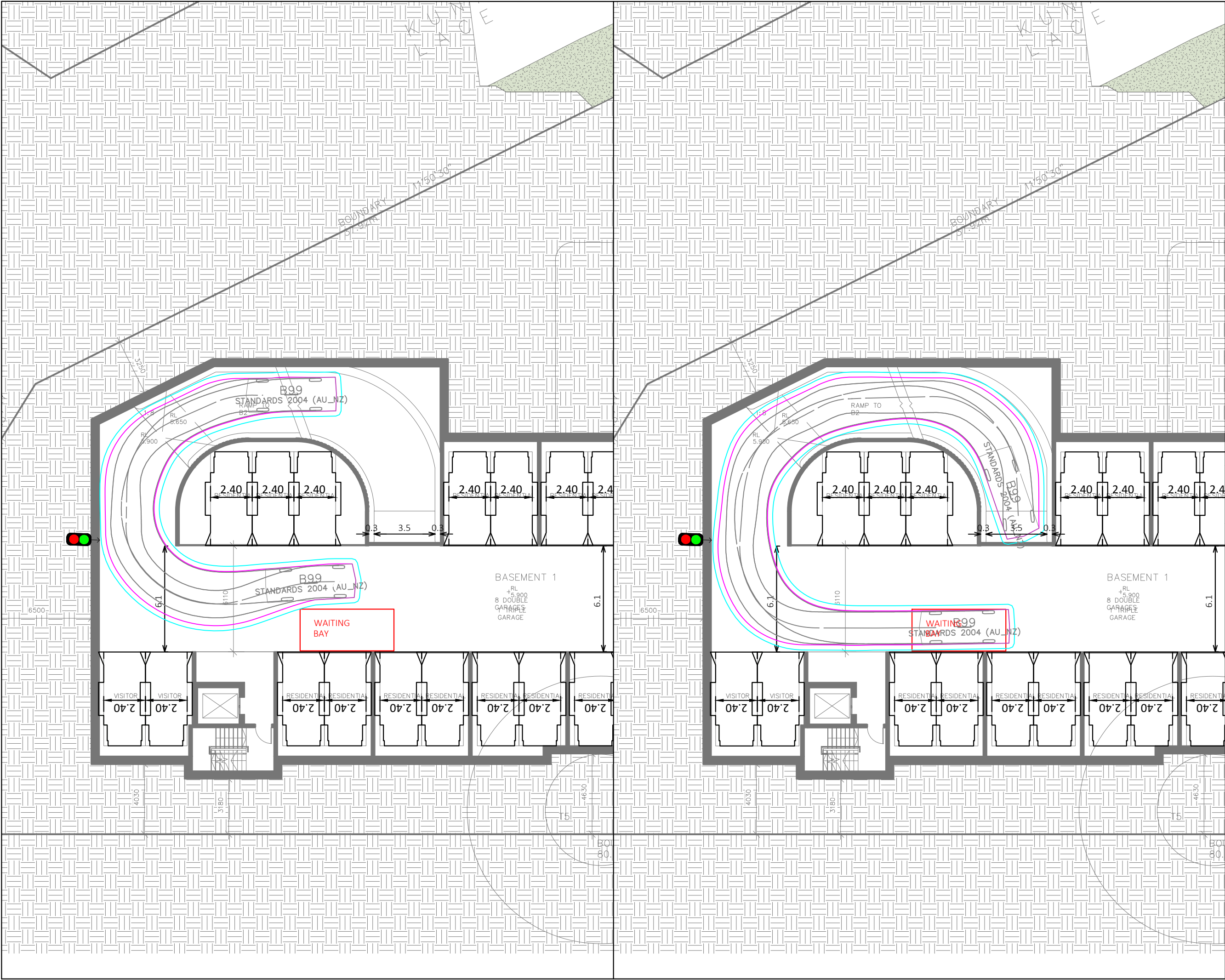


B99

Width : 1.94 meters
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9



Plotted by Intern - Genesis Traffic G:\2025\25072 - Cnr Park Street and Kunari Place, Mona Vale\Drawings\DA\25072-V1.8-SP.dwg



PROJECT

CNR PARK STREET AND KUNARI PLACE, MONA VALE

TITLE

SWEPT PATH ASSESSMENT

B99 CIRCULATION

LEVEL 1

SCALE

A3

1:200

0 2.0 4.0

DESIGNED BY

E.LI, L.MRKONJA

REVIEWED BY

B.LO

DRAWING REFERENCE (SOURCE):

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ISSUE DATE

15 May 2025

SHEET NO.

06 OF 07

DRAWING REF NO.

25072-V1.8-SP

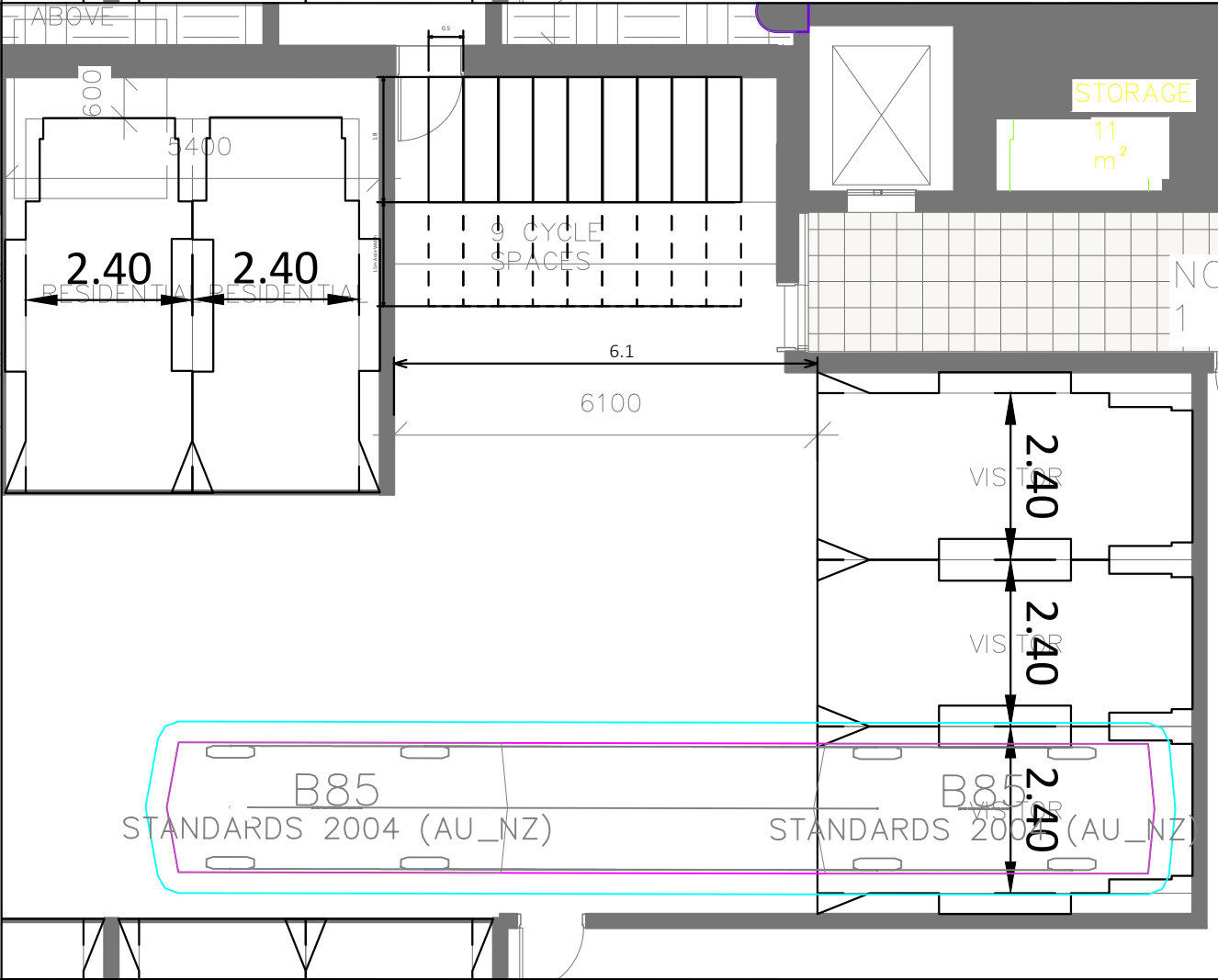
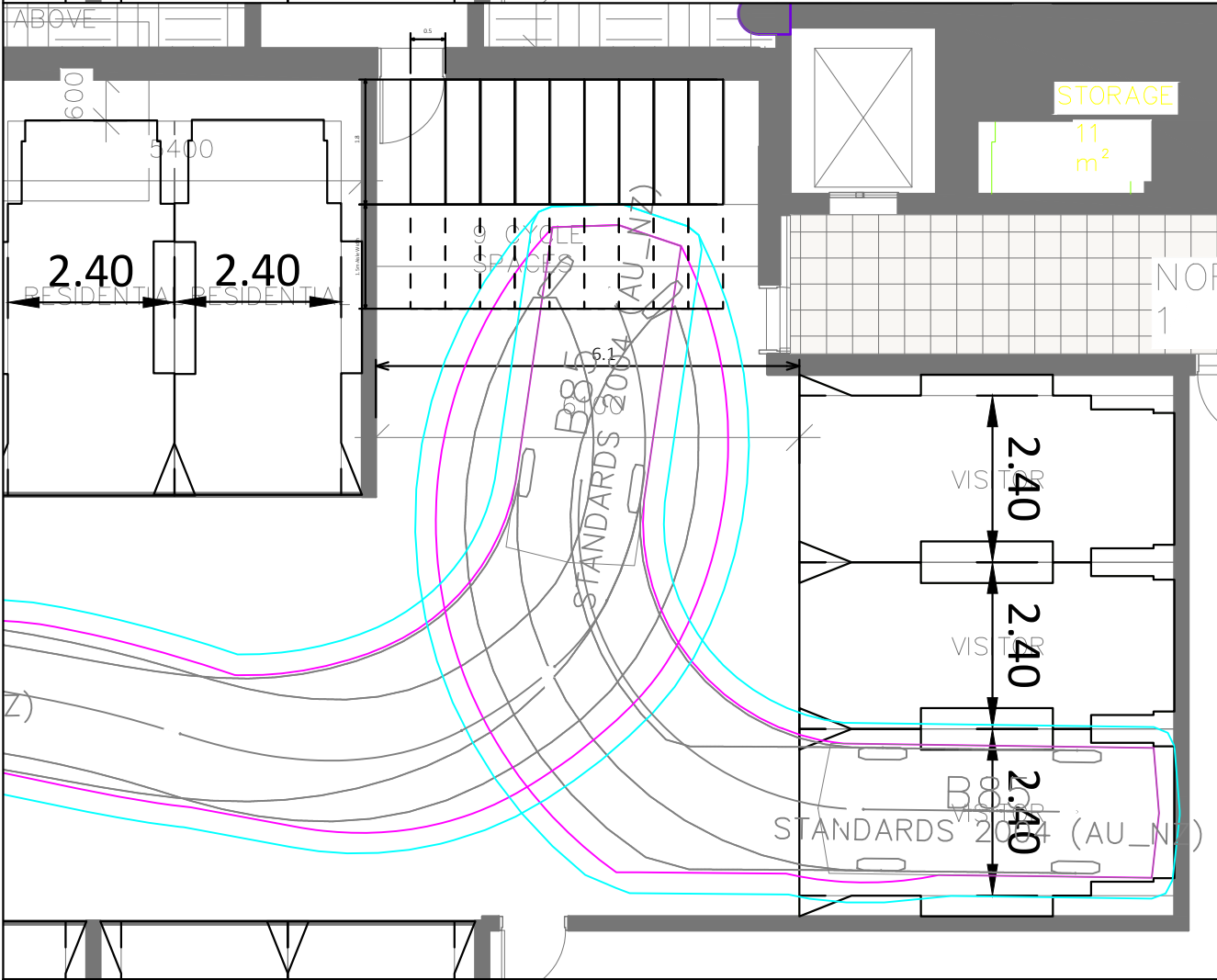
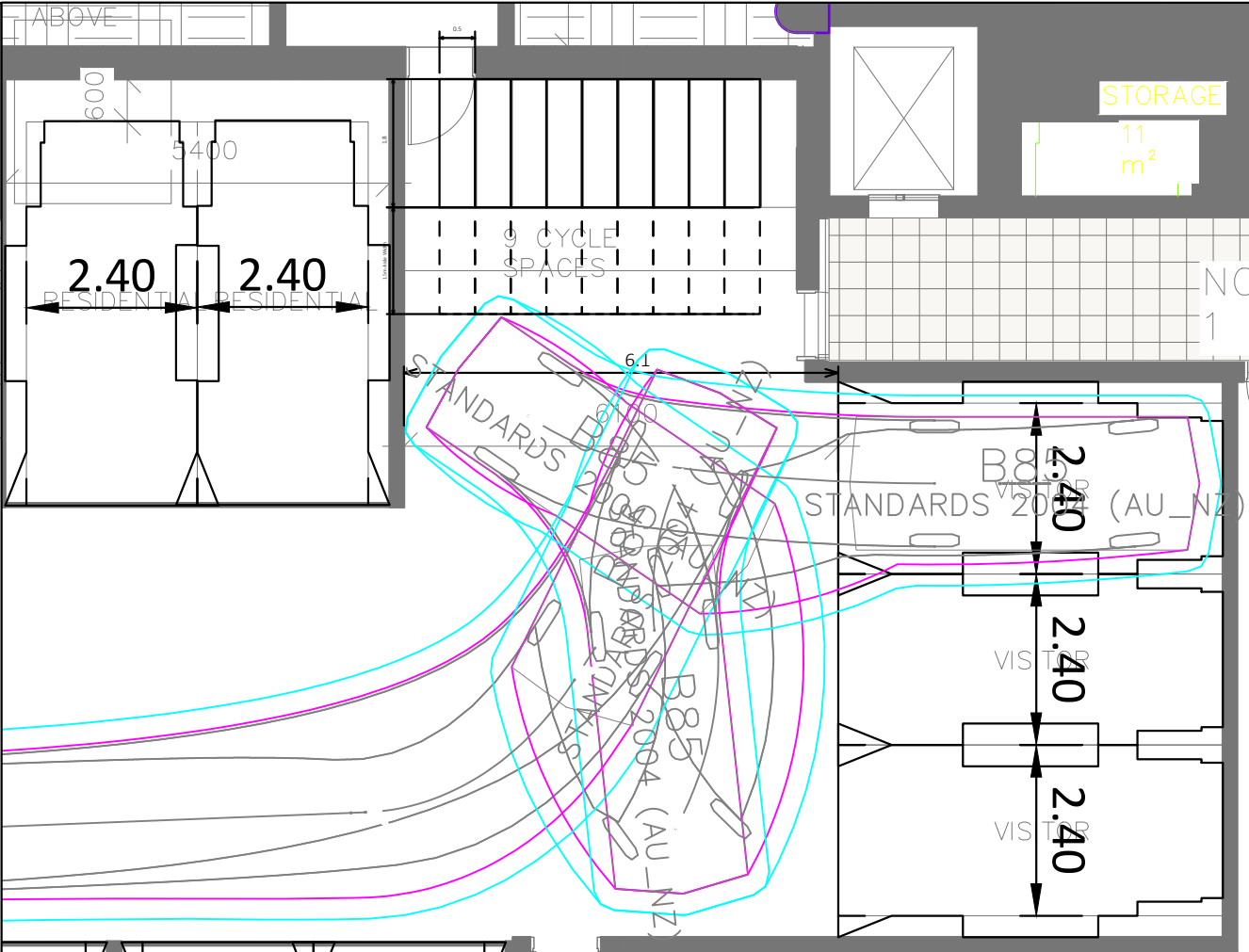
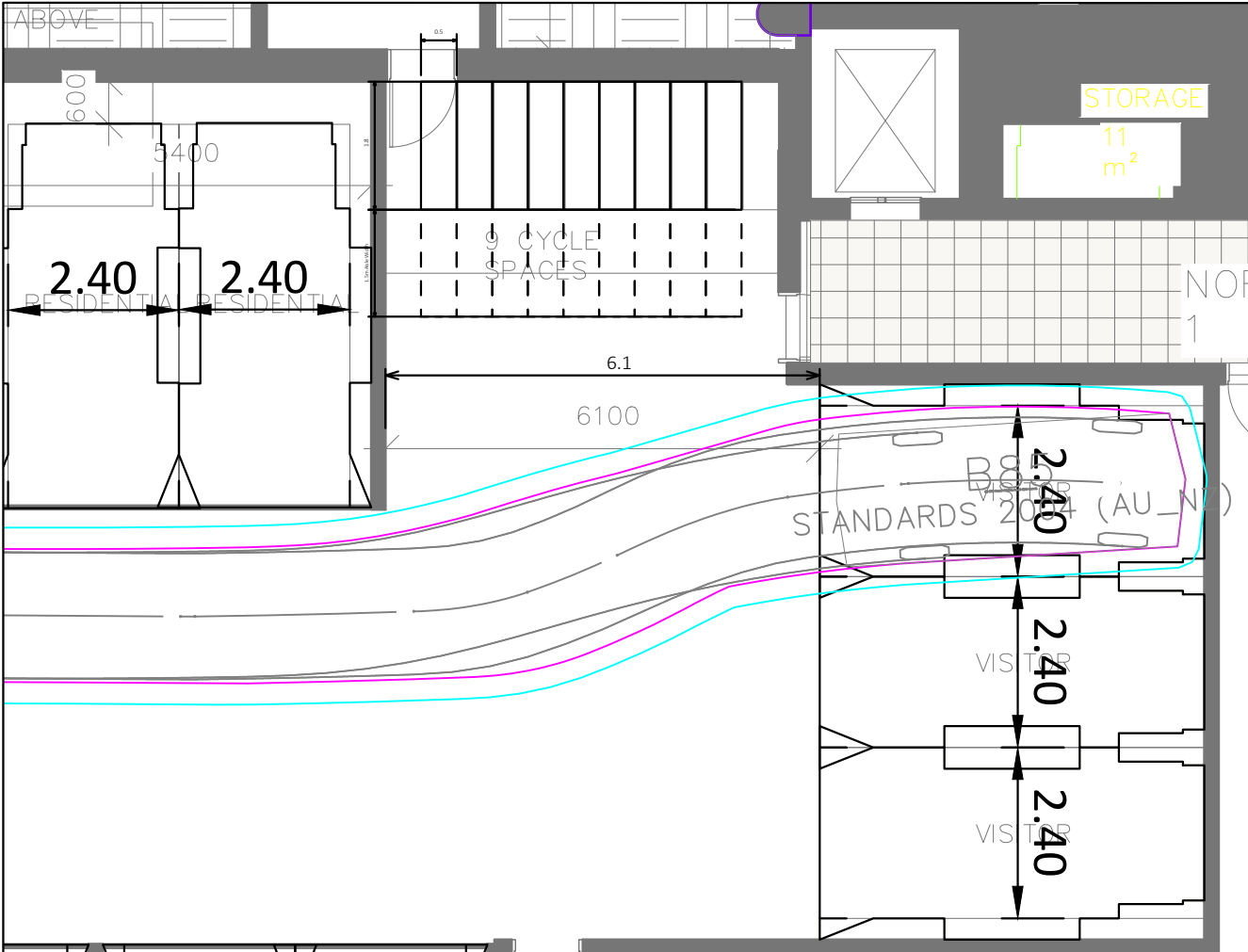
LEGENDS/NOTES

SWEPT PATH KEY:

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

B99

Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



PROJECT

CNR PARK STREET AND KUNARI PLACE, MONA VALE

TITLE

SWEPT PATH ASSESSMENT

B85 PARKING ENTRY AND EXIT

LEVEL 1

SCALE
A3
1:100
0 10 20

DESIGNED BY
E.LI, L.MRKONJA

REVIEWED BY
B.LO

DRAWING REFERENCE (SOURCE):

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ISSUE DATE
15 May 2025

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07 OF 07

DRAWING REF NO.
25072-V1.8-SP

LEGENDS/NOTES

SWEPT PATH KEY:

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

B85

	Width	Track	Lock to Lock Time	Steering Angle
metres	: 1.87	: 1.77	: 6.0	: 34.1



Better Developments with
Genesis Traffic