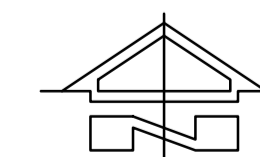


PROPOSED DEVELOPMENT LOT 35 DP 13457 120A PRINCE ALFRED PARADE, NEWPORT SWEPT PATH ANALYSIS DRAWING

DRAWINGS LIST

- C1.00 COVER SHEET
- C1.01 GENERAL NOTES

- C2.00 SWEPT PATH ANALYSIS PLAN (1/3)
- C2.01 SWEPT PATH ANALYSIS PLAN (2/3)
- C2.02 SWEPT PATH ANALYSIS PLAN (3/3)



LOCATION PLAN

ISSUED FOR APPROVAL	11.02.2022	A	KIZ
AMENDMENTS	DATE	ISSUE	BY

NOT FOR CONSTRUCTION

NORTH POINT U.N.O.

ARCHITECT
CORBEN ARCHITECTS
PO BOX 1021
NEUTRAL BAY NSW 2089

CLIENT
ELLA AND LUKE MILES

PROJECT
PROPOSED DEVELOPMENT
120A PRINCE ALFRED PARADE
NEWPORT NSW 2106

DESIGNED	DRAWN	DATE	SIZE	CAD REF
KI.Z	KI.Z	FEB 22	A1	TX16422.00 - C01



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DRAWING TITLE
COVER SHEET

PROJECT No. **TX16422.00** DRAWING No. **C1.00** ISSUE **A**

GENERAL

- CG1 THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL ARCHITECTURAL AND OTHER CONSULTANTS' DRAWINGS AND SPECIFICATIONS AND WITH SUCH OTHER WRITTEN INSTRUCTIONS AS MAY BE ISSUED DURING THE COURSE OF THE CONTRACT. ANY DISCREPANCY SHALL BE REFERRED TO THE ENGINEER BEFORE PROCEEDING WITH THE WORK.
CG2 ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE RELEVANT AND CURRENT STANDARDS AUSTRALIA CODES AND WITH THE BY-LAWS AND ORDINANCES OF THE RELEVANT BUILDING AUTHORITIES EXCEPT WHERE VARIED BY THE PROJECT SPECIFICATION.
CG3 ALL DIMENSIONS SHOWN SHALL BE VERIFIED BY THE BUILDER/CONTRACTOR ON SITE. ENGINEER'S DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS. ENGINEER'S DRAWINGS ISSUED IN ANY ELECTRONIC FORMAT MUST NOT BE USED FOR DIMENSIONAL SETOUT.
CG4 UNLESS NOTED OTHERWISE ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN MILLIMETRES.
CG5 ALL WORKS SHALL BE UNDERTAKEN IN ACCORDANCE WITH ACCEPTABLE SAFETY STANDARDS & APPROPRIATE SAFETY SIGNS SHALL BE INSTALLED AT ALL TIMES DURING THE PROGRESS OF THE JOB.

SURVEY

- SU1 THE EXISTING SITE CONDITIONS SHOWN ON THE DRAWINGS HAVE BEEN INVESTIGATED BY OTHERS. THE INFORMATION IS SHOWN TO PROVIDE A BASIS FOR DESIGN.
SU2 THE FOLLOWING ENGINEERING SURVEY SHALL NOT BE TAKEN AS A CADASTRAL OR BOUNDARY IDENTIFICATION SURVEY. BOUNDARY DATA SHALL BE TAKEN AS A GUIDE ONLY UNLESS NOTED OTHERWISE.
SU3 SHOULD DISCREPANCIES BE FOUND BETWEEN THE SURVEY DATA AND ACTUAL FIELD DATA THE CONTRACTOR SHALL NOTIFY TRIAXIAL CONSULTING PRIOR TO COMMENCEMENT OF THE WORKS. THE CONTRACTOR SHALL ACCEPT ALL RESPONSIBILITY FOR ERRORS MADE DURING CONSTRUCTION WHERE SURVEY DISCREPANCIES WERE NOT RELAYED AND RESOLVED BY TRIAXIAL CONSULTING PRIOR TO COMMENCEMENT OF THE WORKS.

EXCAVATION

- EX1 REFER TO REPORT ON GEOTECHNICAL STABILITY ASSESSMENT FOR INFORMATION PERTAINING TO EXISTING SITE STABILITY, EXCAVATION AND GEOTECHNICAL ISSUES.
EX2 ALL SITE EXCAVATION TO BE PERFORMED IN ACCORDANCE WITH ITEMS NOTED IN THE ABOVE LISTED REPORT.
EX3 THE EARTHWORKS CONTRACTOR IS TO CONTACT OR MEET WITH THE GEOTECHNICAL ENGINEER PRIOR TO COMMENCEMENT OF ANY EXCAVATION TO DETERMINE APPROPRIATE TECHNIQUES AND HOLD POINTS.
EX4 TEMPORARY BATTER CUT TO ROCK TO BE FORMED AT NO STEEPER THAN 1 V : 1 H. PERMANENT BATTER TO BE CONFIRMED ON SITE IN CONSULTATION WITH THE GEOTECHNICAL ENGINEER.

EXISTING UNDERGROUND SERVICES

- EU1 THE EXISTING UNDERGROUND SERVICES INDICATED ON THESE DRAWINGS HAVE BEEN OBTAINED FROM SURVEY AND SERVICE AUTHORITY INFORMATION. THE SERVICES INFORMATION SHOWN ARE THOSE OF KNOWN SERVICES ONLY. THE LOCATIONS SHOWN ON THE DRAWINGS ARE APPROXIMATE ONLY AND MAY NOT BE 'AS CONSTRUCTED' OR ACCURATE. THE PRESENCE OR ABSENCE OF SERVICES SHALL BE CONFIRMED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION.
EU2 THE CONTRACTOR SHALL TAKE ALL DUE CARE WHEN EXCAVATING ON SITE INCLUDING HAND EXCAVATION WHERE NECESSARY.
EU3 THE CONTRACTOR SHALL CONTACT ALL RELEVANT SERVICE AUTHORITIES PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION WORKS.
EU4 THE CONTRACTOR SHALL UNDERTAKE A THOROUGH SERVICES SEARCH PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION WORKS. THE RESULTS OF SERVICES SEARCHES SHALL BE RECORDED AND KEPT ON SITE AT ALL TIMES.
EU5 THE CONTRACTOR IS RESPONSIBLE FOR PERFORMING POTHOLING TO ESTABLISH AND CONFIRM LOCATIONS AND DEPTHS OF EXISTING UNDERGROUND SERVICES/UTILITIES PRIOR TO COMMENCEMENT WORK ON SITE.

SITE PREPARATION

- GENERAL
SP1 ALL EARTHWORKS, SITE PREPARATION AND MATERIALS TO BE IN ACCORDANCE WITH AS3798 AND THE GEOTECHNICAL ENGINEERS REPORT U.N.O.
SP2 SEDIMENT AND EROSION CONTROL MEASURES AS DOCUMENTED MUST BE IN PLACE PRIOR TO THE COMMENCEMENT OF WORK.
SUBGRADE
SP3 STRIP EXISTING AREA AS REQUIRED TO CONSTRUCT NEW WORKS, REMOVE ANY TOP SOIL, ALL ORGANIC & DELETERIOUS MATERIAL FROM SITE WORKS AREA.
SP4 THE CUT AND FILL SURFACE SHALL BE PROOF ROLLED TO ENSURE THAT THE FILL AND NATURAL GROUND FORMING THE SUBGRADE TO SUB-BASE IS AT A SUITABLE DENSITY AND MOISTURE CONTENT.
SP5 PRIOR TO THE COMMENCEMENT OF ANY CIVIL OR STRUCTURAL CONSTRUCTION THE RELEVANT SITE AREA IS TO BE COMPACTED AND TESTED IN ACCORDANCE WITH AS1289.5.1.1 OR 5.1.2 - 1993 TO PRODUCE THE FOLLOWING: -98.0% STANDARD COMPACTION AT THE SURFACE AND AT 200MM BELOW SURFACE LEVEL. FREQUENCY OF FIELD DENSITY TESTS SHALL BE CARRIED OUT IN ACCORDANCE WITH AS3798 - 2007 TABLE 8.1 TESTING SHALL BE EVENLY SPACED OVER THE ENTIRE SITE, AND AT RANDOM LOCATIONS. TEST RESULTS SHALL BE FORWARDED TO THE ENGINEER FOR APPROVAL PRIOR TO COMMENCEMENT OF WORKS.
SP6 PROOF ROLLING SHALL BE CARRIED OUT UNDER THE DIRECTION OF THE CONTRACTOR. A MINIMUM 10 TONNE STATIC MASS SMOOTH DRUMMED ROLLER SHALL BE USED, WHERE THERE IS MOVEMENT UNDER THE ROLLER INDICATING SOFT, WET OR DISTURBED SUBGRADE, THE AREA OF MOVEMENT SHALL BE IDENTIFIED AND POOR SUBGRADE MATERIAL REMOVED. ANY REPLACEMENT MATERIAL SHALL BE BACKFILLED WITH APPROVED FILL PLACED IN LAYERS NOT EXCEEDING 200mm LOOSE MEASUREMENT AND IN ACCORDANCE WITH FILLING NOTE SP9 TO 98% OF SDD AND WITHIN ±2% OF STANDARD OPTIMUM MOISTURE CONTENT.
SP7 WHERE THERE HAS BEEN AN EXTENDED DRY PERIOD THE SUBGRADE SURFACE MAY EXHIBIT DESICCATION CRACKS CONSISTENT WITH NEAR SURFACE DRYING OUT. IF SIGNIFICANT DRYING OUT HAS OCCURRED, MOISTURE CONDITION THE UPPER 200mm OF THE SUBGRADE, THE MATERIAL SHOULD THEN BE COMPACTED IN ACCORDANCE WITH THE ABOVE REQUIREMENTS FOR DENSITY AND MOISTURE CONTENT.

FILL/SUB-BASE

- SP8 COMPACTION TESTING IS THE RESPONSIBILITY OF THE CONTRACTOR AND MUST BE ALLOWED FOR IN THE TENDER FOR THE PROJECT. THE CONTRACTOR SHALL ALLOW FOR SOIL COMPACTION TESTING TO ALL FILL FORMATIONS WHICH SUPPORT CONCRETE SLAB ON GROUND TYPE FLOORS AND EXTERNAL PAVEMENTS. TESTS SHALL BE CARRIED OUT BY AN INDEPENDENT 'NATA' REGISTERED LABORATORY IN ACCORDANCE WITH THE REQUIREMENTS OF AS1289. SUBMIT TEST REPORTS TO THE ENGINEER FOR REVIEW.
SP9 IMPORTED FILL IS TO BE WELL GRADED CRUSHED SANDSTONE, RIPPED SHALE OR APPROVED ALTERNATIVE, WITH A MINIMUM CBR OF 30%, PI 8% AND A MAX PARTICLE SIZE OF 75mm.
SP10 ALL FILL MATERIAL SHALL BE UNIFORMLY PLACED IN LAYERS NOT EXCEEDING 200mm LOOSE MEASUREMENT.
SP11 ALL FILL SHALL BE COMPACTED TO 98% STANDARD DRY DENSITY DETERMINED BY METHODS IN ACCORDANCE WITH AS1289. THE MOISTURE CONTENT OF THE FILL MATERIAL SHALL BE ADJUSTED TO WITHIN 5% OF THE OPTIMUM MOISTURE CONTENT DURING COMPACTION TO ENSURE THAT THE SPECIFIED COMPACTION IS OBTAINED.

STORMWATER DRAINAGE

- SD1 PIPES UP TO 300mm DIAMETER SHALL BE SEWER GRADE UPVC WITH SOLVENT WELDED JOINTS.
SD2 ALL "INTERNAL WORKS" WITHIN PROPERTY BOUNDARIES SHALL COMPLY WITH THE REQUIREMENTS OF AS/NZS 3500.3 (CURRENT EDITION).
SD3 ALL STORMWATER PIPES SHALL BE PROVIDED WITH MINIMUM PIPE COVER TO COMPLY WITH THE REQUIREMENTS OF AS/NZS 3500.3 (CURRENT EDITION).
SD4 INSTALLATION OF ALL BURIED CONCRETE STORMWATER PIPES SHALL COMPLY WITH THE REQUIREMENTS OF AS/NZS 3725 (CURRENT EDITION) DESIGN FOR INSTALLATION OF BURIED CONCRETE PIPES.
SD5 ENLARGERS, CONNECTORS AND JUNCTIONS SHALL BE PREFABRICATED FITTINGS WHERE PIPES ARE LESS THAN 300mm DIAMETER.
SD6 ALL STORMWATER DRAINAGE LINES SHALL HAVE A MINIMUM FALL OF 1% UNLESS NOTED OTHERWISE ON THE DRAWINGS. CARE SHALL BE TAKEN WITH SETTING LEVELS OF STORMWATER DRAINAGE LINES. GRADES SHOWN ON THE DRAWINGS SHALL NOT BE REDUCED WITHOUT THE WRITTEN CONSENT OF TRIAXIAL CONSULTING.
SD7 GRATES AND COVERS SHALL COMPLY WITH THE REQUIREMENTS OF AS 3996 (CURRENT EDITION).
SD8 AT ALL TIMES DURING THE CONSTRUCTION OF STORMWATER PITS, ADEQUATE SAFETY PROCEDURES SHALL BE DOCUMENTED AND EXECUTED TO MITIGATE THE RISK OF PERSONAL INJURY AS A RESULT OF FALLS INTO PITS.
SD9 ALL EXISTING STORMWATER LOCATIONS, INCLUDING INVERTS, TO BE CONFIRMED BY THE BUILDER/CONTRACTOR PRIOR TO THE COMMENCEMENT OF CIVIL WORKS ON SITE.
SD10 ALL EXISTING STORMWATER DRAINAGE LINES AND PITS THAT ARE TO REMAIN SHALL BE INSPECTED AND CLEANED. DURING THIS PROCESS ANY PART OF THE STORMWATER DRAINAGE SYSTEM THAT WARRANTS REPAIR SHALL BE REPORTED TO THE SUPERINTENDANT/ENGINEER FOR FURTHER DIRECTIONS.

SITWORKS

- SW1 ALL CONNECTIONS WITH EXISTING WORKS SHALL BE MADE SMOOTH.
SW2 ALL TRENCH BACKFILL MATERIAL SHALL BE COMPACTED TO ACHIEVE A DENSITY EQUIVALENT TO THE ADJACENT MATERIAL.
SW3 ALL SERVICE TRENCHES SHALL BE BACKFILLED WITH SAND TO A LEVEL 300mm ABOVE THE PIPE, WHERE SERVICE TRENCHES ARE CONSTRUCTED UNDER VEHICULAR PAVEMENTS, BACKFILL THE REMAINDER OF THE TRENCH (TO UNDERSIDE OF PAVEMENT) WITH SAND OR APPROVED GRANULAR MATERIAL COMPACTED IN LAYERS NOT EXCEEDING 150mm DEPTH. BACKFILL MATERIAL SHALL BE COMPACTED TO A MINIMUM 98% MODIFIED MAXIMUM DRY DENSITY IN ACCORDANCE WITH AS 1289 5.2.1 (CURRENT EDITION) OR A DENSITY INDEX OF NOT LESS THAN 75.
SW4 PROVIDE A 10mm WIDE EXPANSION JOINT BETWEEN ALL BUILDINGS AND CONCRETE OR UNIT PAVEMENTS.

SEDIMENT AND EROSION CONTROL

- SE1 CONTROLS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUAL "MANAGING URBAN STORMWATER, SOILS AND CONSTRUCTION" (2004) (THE BLUE BOOK).
SE2 DISTURBANCE SHALL BE KEPT TO A MINIMUM AND WITHIN THE LIMITS OF THE CONSTRUCTION SITE.
SE3 ADDITIONAL CONTROLS SHALL BE INSTALLED AS REQUIRED AND IN ACCORDANCE WITH "THE BLUE BOOK".
SE4 ALL INSTALLED CONTROLS SHALL BE INSPECTED AT LEAST WEEKLY AND IMMEDIATELY FOLLOWING A RAIN EVENT. MAINTENANCE SHALL BE UNDERTAKEN AS REQUIRED.
SE5 COMPLETED AREAS SHALL BE PROGRESSIVELY VEGETATED.
SE6 CONTROL DEVICES, AS DETAILED, SHALL BE INSTALLED TO STORMWATER PITS IMMEDIATELY FOLLOWING THEIR CONSTRUCTION.

ISSUED FOR APPROVAL AMENDMENTS 11.02.2022 A KIZ DATE ISSUE BY NOT FOR CONSTRUCTION

NORTH POINT U.N.O.

ARCHITECT CORBEN ARCHITECTS PO BOX 1021 NEUTRAL BAY NSW 2089

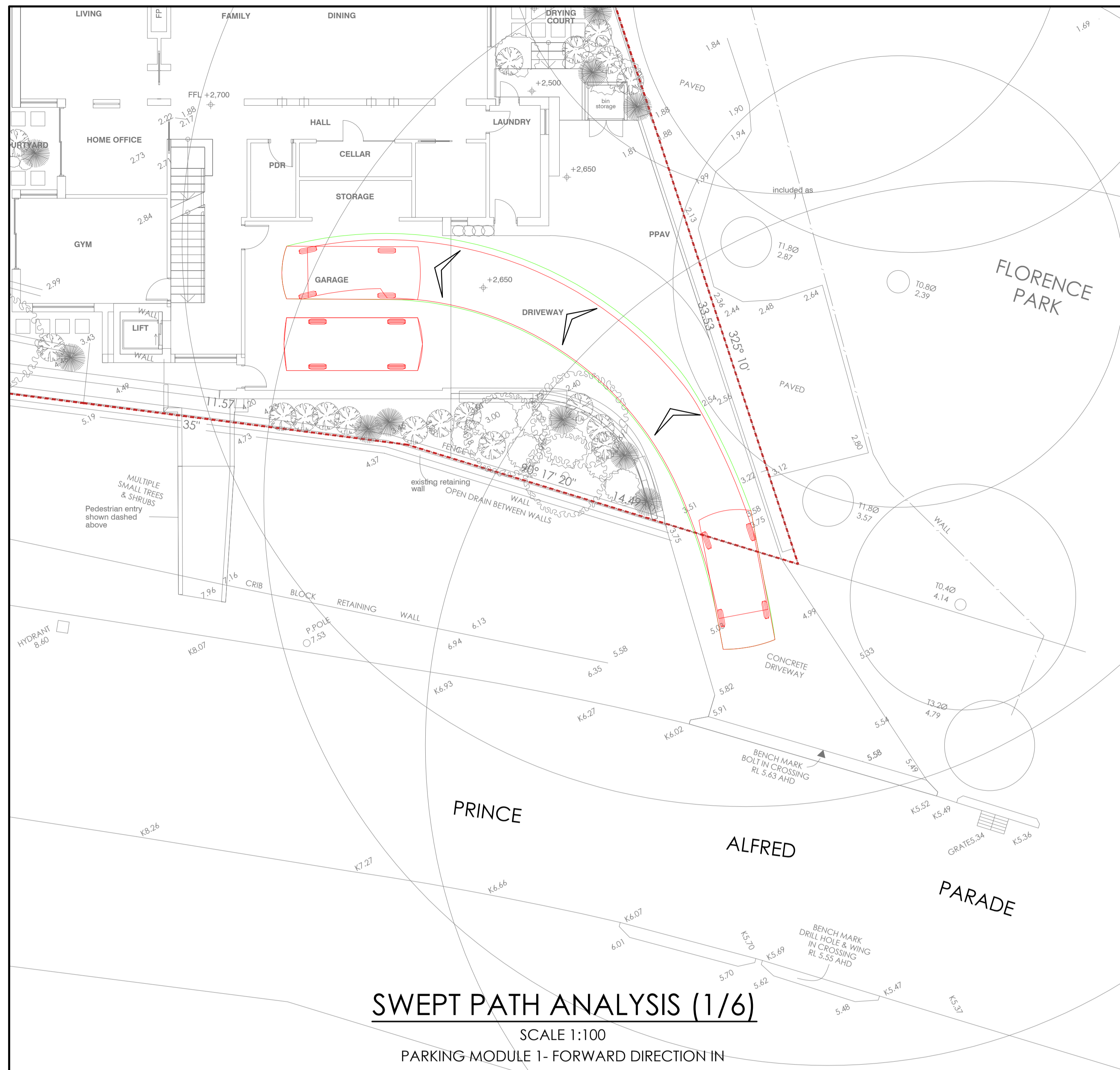
CLIENT ELLA AND LUKE MILES

PROJECT PROPOSED DEVELOPMENT 120A PRINCE ALFRED PARADE NEWPORT NSW 2106

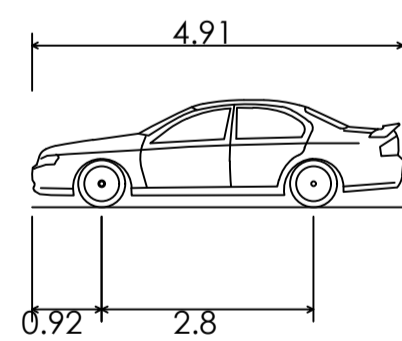
DESIGNED KI.Z DRAWN KI.Z DATE FEB 22 SIZE A1 CAD REF TX16422.00 - C01 TRIAXIAL CONSULTING COMPLEX PROBLEMS RESOLVED SIMPLY

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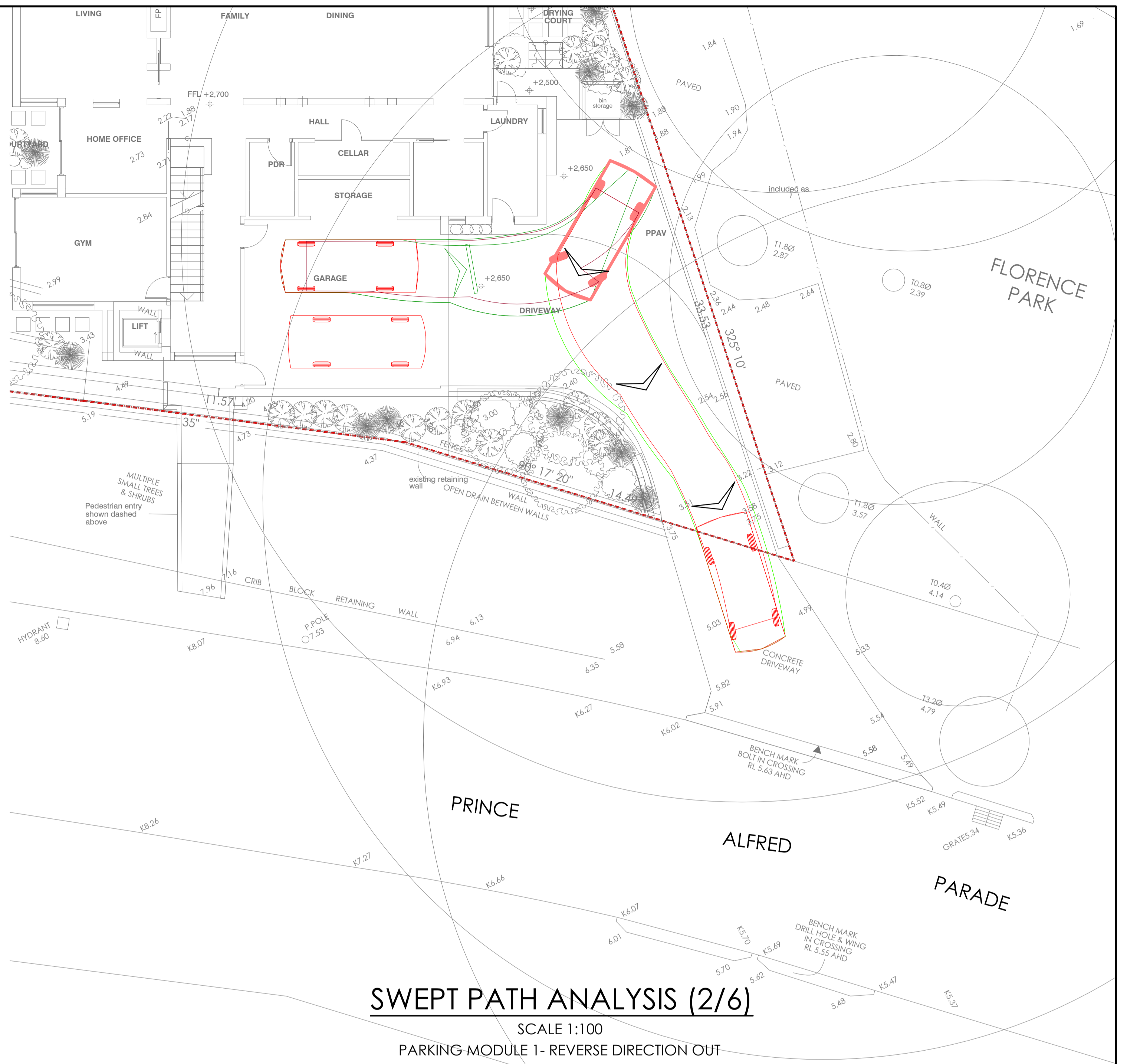
DRAWING TITLE GENERAL NOTES PROJECT No. TX16422.00 - DRAWING No. C1.01 ISSUE A



SWEPT PATH ANALYSIS (1/6)
SCALE 1:100
PARKING-MODULE 1- FORWARD DIRECTION IN



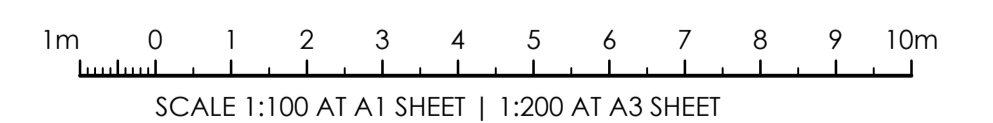
B85 Vehicle (Realistic min radius) (2004)
 Overall Length 4.910m
 Overall Width 1.870m
 Overall Body Height 1.421m
 Min Body Ground Clearance 0.159m
 Track Width 1.770m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 5.750m



SWEPT PATH ANALYSIS (2/6)
SCALE 1:100
PARKING-MODULE 1- REVERSE DIRECTION OUT

SWEPT PATH ANALYSIS	
SYMBOL	DESCRIPTION
	WHEEL PATH EXTENT (FORWARD)
	VEHICLE CHASSIS ENVELOPE (FORWARD)
	WHEEL PATH EXTENT (REVERSE)
	VEHICLE CHASSIS ENVELOPE (REVERSE)
	ARROW FORWARD DIRECTION
	ARROW REVERSE DIRECTION

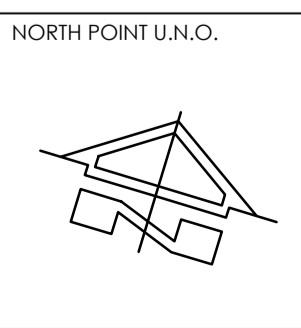
- VEHICLE SWEEP PATH ANALYSIS UNDERTAKEN USING CIVIL3D2020 VEHICLE TRACKING MODULE.
- DESIGN SPEED
 - FORWARD = 5km/h U.N.O.
 - REVERSE = 2.5km/h U.N.O.
- VEHICLE/S USED IN SWEEP PATH ANALYSIS, B85 TEMPLATE AS2890.1:2004 (REALISTIC RADIUS).



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AMENDMENTS

11.02.2022 A KIZ
DATE ISSUE BY

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ARCHITECT
CORBEN ARCHITECTS
PO BOX 1021
NEUTRAL BAY NSW 2089

CLIENT
ELLA AND LUKE MILES

PROJECT
PROPOSED DEVELOPMENT
120A PRINCE ALFRED PARADE
NEWPORT NSW 2106

DESIGNED K.I.Z
DRAWN K.I.Z
DATE FEB 22
SIZE A1
CAD REF TX16422.00 - C01

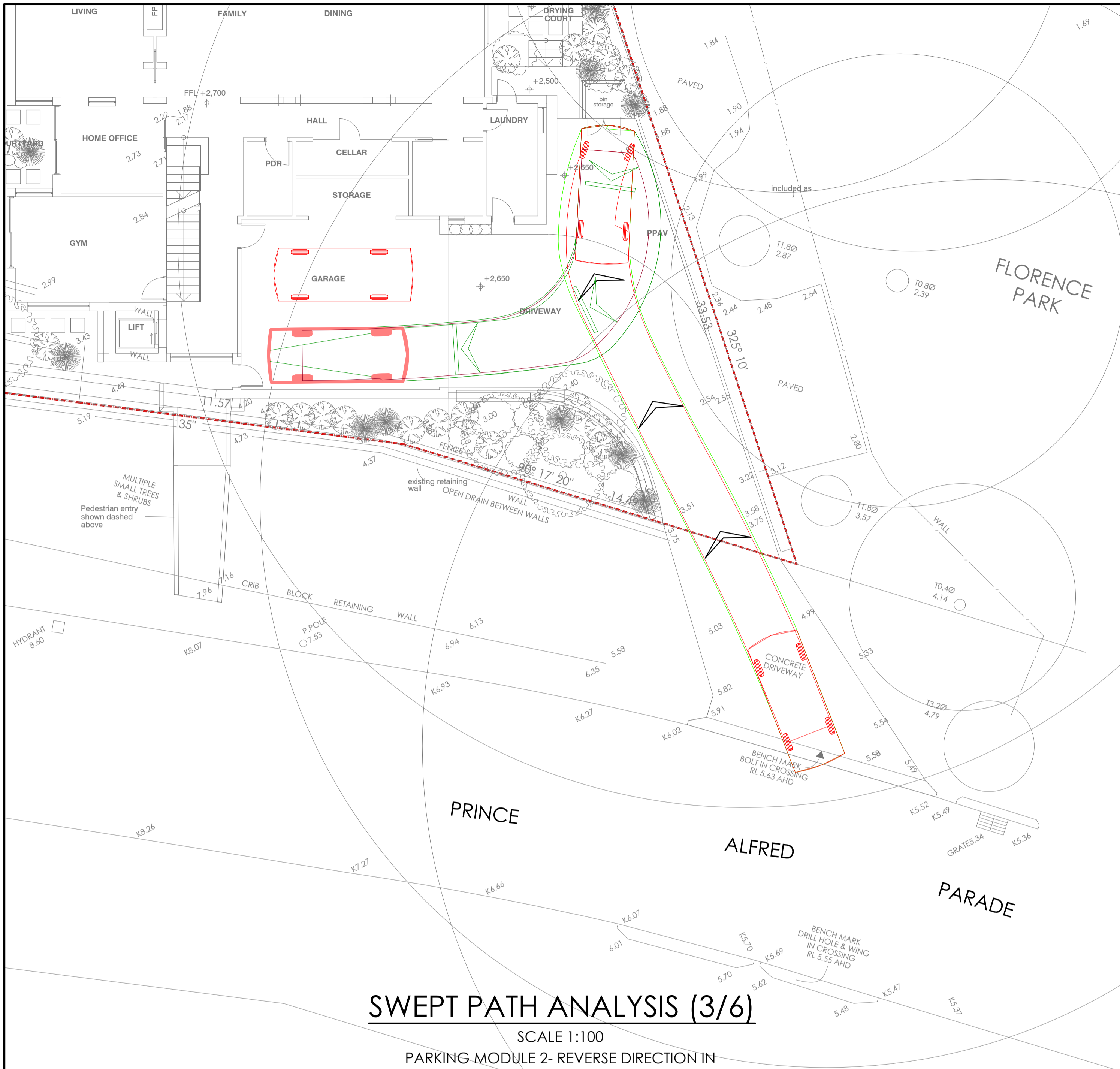


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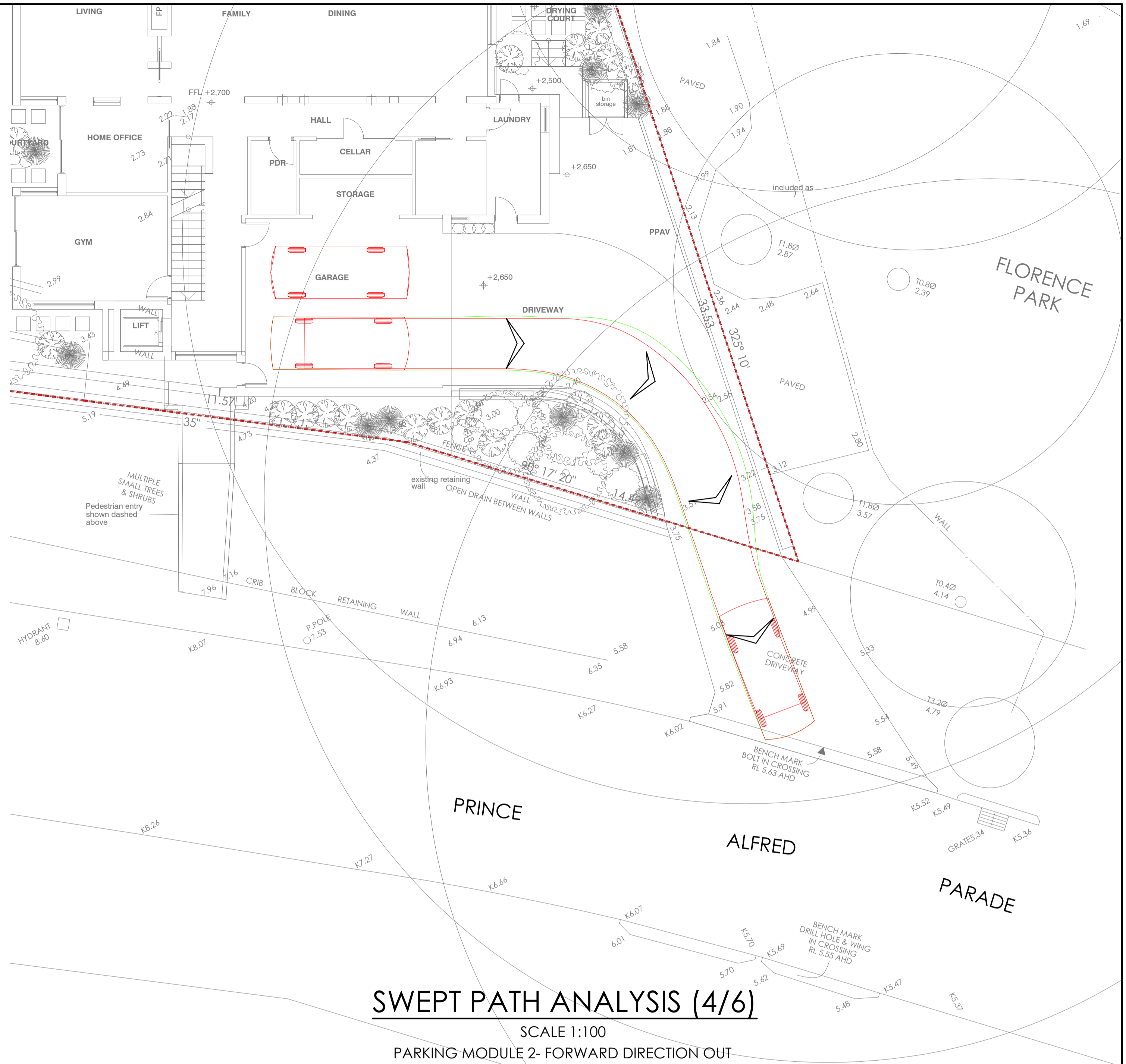
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SWEPT PATH ANALYSIS PLAN (1/3)

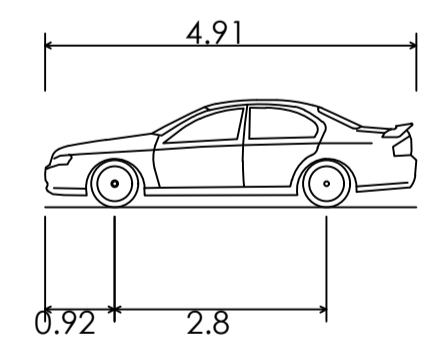
PROJECT No. TX16422.00 - C2.00
DRAWING No. A



SWEPT PATH ANALYSIS (3/6)
 SCALE 1:100
 PARKING MODULE 2- REVERSE DIRECTION IN



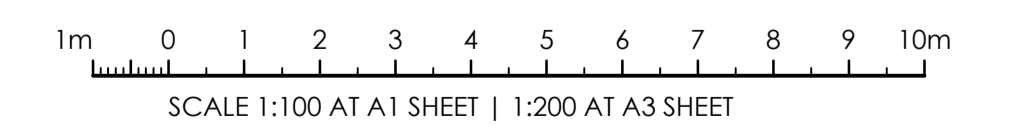
SWEPT PATH ANALYSIS (4/6)
 SCALE 1:100
 PARKING MODULE 2- FORWARD DIRECTION OUT



B85 Vehicle (Realistic min radius) (2004)
 Overall Length 4.910m
 Overall Width 1.870m
 Overall Body Height 1.421m
 Min Body Ground Clearance 0.159m
 Track Width 1.770m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 5.750m

SWEPT PATH ANALYSIS	
SYMBOL	DESCRIPTION
	WHEEL PATH EXTENT (FORWARD)
	VEHICLE CHASSIS ENVELOPE (FORWARD)
	WHEEL PATH EXTENT (REVERSE)
	VEHICLE CHASSIS ENVELOPE (REVERSE)
	ARROW FORWARD DIRECTION
	ARROW REVERSE DIRECTION

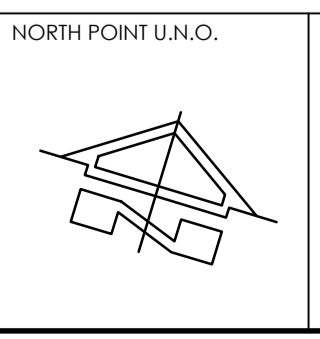
- VEHICLE SWEEP PATH ANALYSIS UNDERTAKEN USING CIVIL3D2020 VEHICLE TRACKING MODULE.
- DESIGN SPEED
 - FORWARD = 5km/h U.N.O.
 - REVERSE = 2.5km/h U.N.O.
- VEHICLE/S USED IN SWEEP PATH ANALYSIS, B85 TEMPLATE AS2890.1:2004 (REALISTIC RADIUS).



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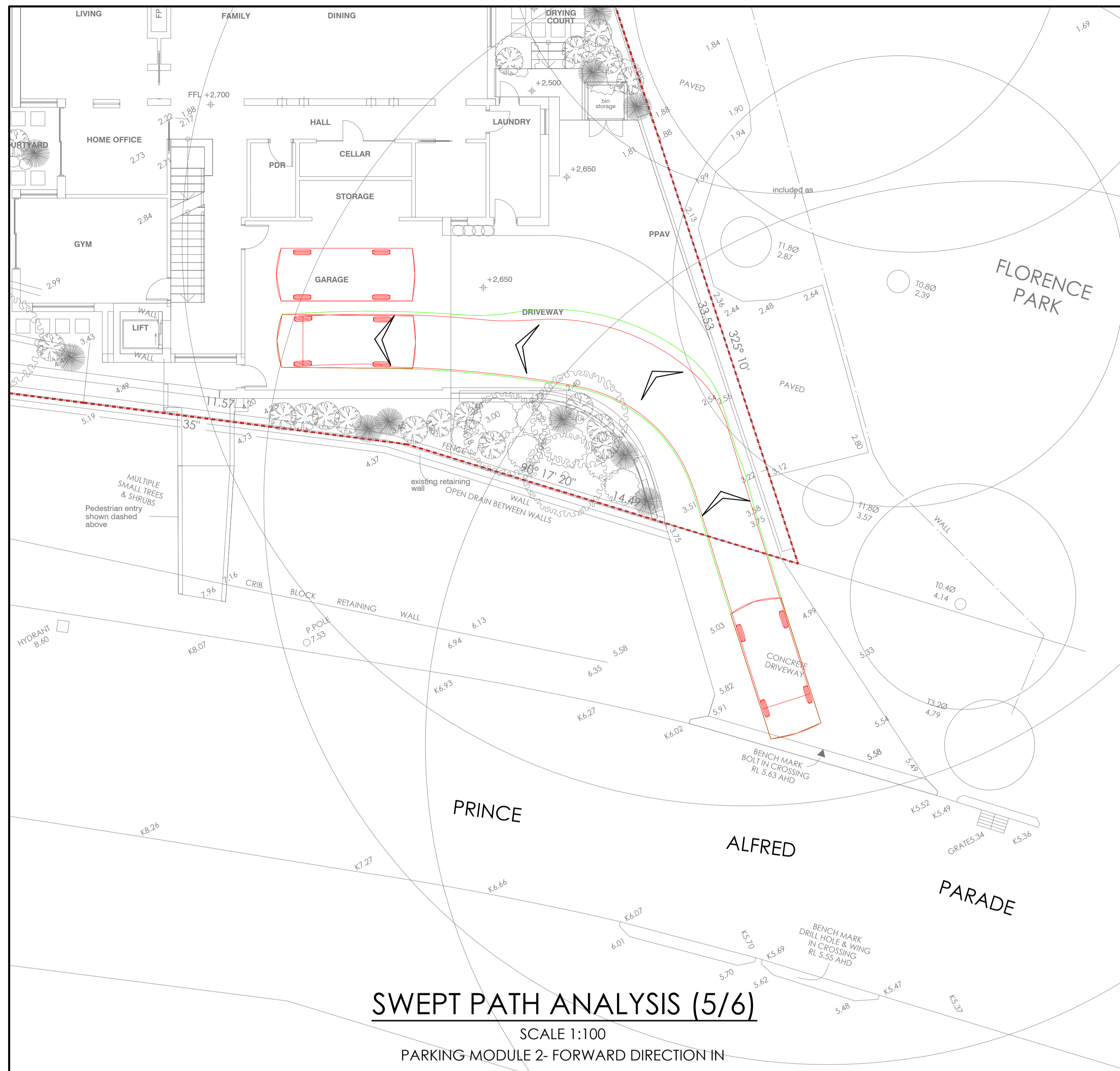


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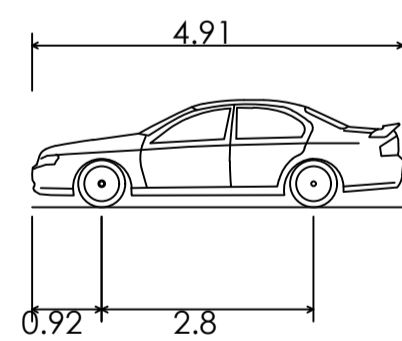
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SWEPT PATH ANALYSIS PLAN (2/3)

PROJECT No. TX16422.00 - C2.01
 DRAWING No. A
 ISSUE



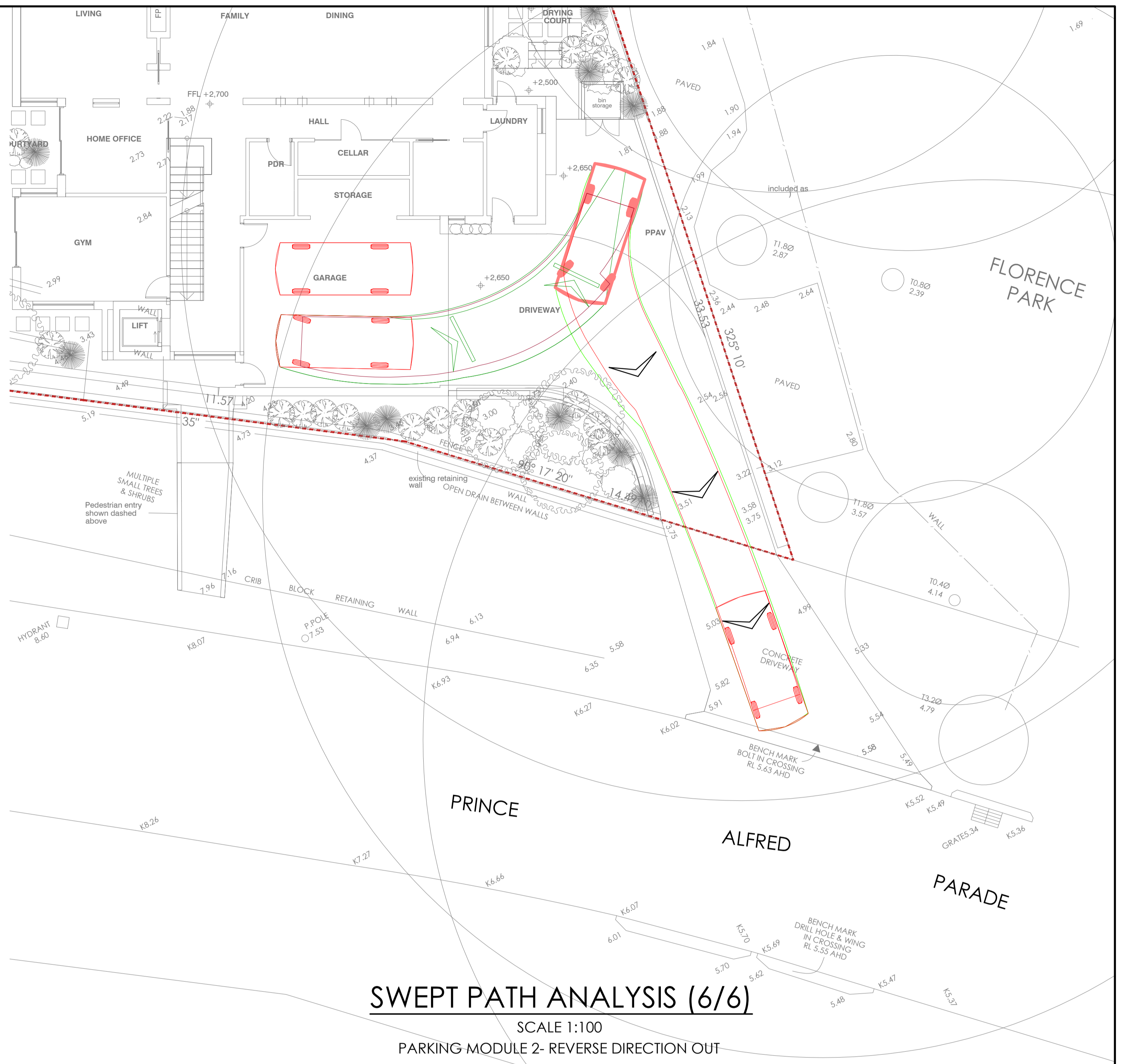
SWEPT PATH ANALYSIS (5/6)

SCALE 1:100
PARKING-MODULE 2- FORWARD DIRECTION IN



B85 Vehicle (Realistic min radius) (2004)

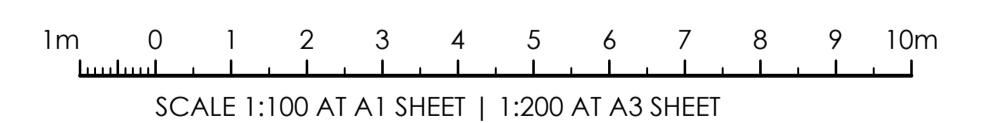
Overall Length 4.910m
Overall Width 1.870m
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Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m



SWEPT PATH ANALYSIS (6/6)

SCALE 1:100
PARKING-MODULE 2- REVERSE DIRECTION OUT

SWEPT PATH ANALYSIS	
SYMBOL	DESCRIPTION
	WHEEL PATH EXTENT (FORWARD)
	VEHICLE CHASSIS ENVELOPE (FORWARD)
	WHEEL PATH EXTENT (REVERSE)
	VEHICLE CHASSIS ENVELOPE (REVERSE)
	ARROW FORWARD DIRECTION
	ARROW REVERSE DIRECTION
<ul style="list-style-type: none"> VEHICLE SWEEP PATH ANALYSIS UNDERTAKEN USING CIVIL3D2020 VEHICLE TRACKING MODULE. DESIGN SPEED <ul style="list-style-type: none"> ●● FORWARD = 5km/h U.N.O. ●● REVERSE = 2.5km/h U.N.O. VEHICLE/S USED IN SWEEP PATH ANALYSIS, <ul style="list-style-type: none"> ●● B85 TEMPLATE AS2890.1:2004 (REALISTIC RADIUS). 	

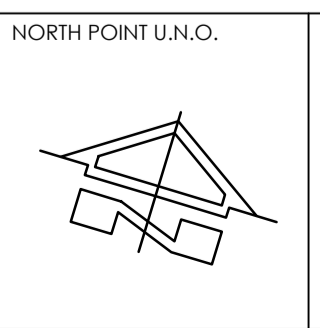


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DRAWN K.I.Z
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DRAWING TITLE
SWEPT PATH ANALYSIS PLAN (3/3)

PROJECT No. TX16422.00 - C2.02
DRAWING No. A