



TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

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P (02) 9411 5660 **F** (02) 9904 6622 **W** ttpa.com.au **E** julie@ttpa.com.au

10 July 2025

Ref: 25095_Revision D

Mr Matthew Baker

Project Manager

Neoscape

Email: mbaker@neoscape.com.au

Dear Matthew,

Proposed Residential Development 9 – 11 Victoria Parade, Manly

I have assessed the following S4.56 plans prepared by Platform Architects (Appendix A).

A101.a	P8
A101.b	P8

My assessment has regard for the design principles of AS2890.1. Although the layout doesn't fully comply with the requirements of AS2890.1, due to site constraints, the turning paths attached to Appendix B demonstrates the accessibility to each space. Section B2.3 of Appendix B of AS2890.1 says that an 85th is to be used to assess the ability to access parking spaces.

The turning paths shown in Appendix B demonstrate that all parking bays can be accessed by 85th percentile vehicles, and all spaces except Space 9 on level B1.5 can also be accessed by 99th percentile vehicles. Further swept path analysis for the garages will be undertaken as part of the detailed Design Development.

Yours faithfully

A handwritten signature in black ink, appearing to be 'Julie Singh', followed by a small dot.

Julie Singh
Design Manager
Transport and Traffic Planning Associates

APPENDIX A

Assessed Plans

PROPOSED S4.56 MODIFICATIONS LIST:

1. Revised fire hydrant booster location
2. Revised internal layouts and associated services and structure.
3. Amalgamation of Units 10 & 11 on Level 4 to a single SOU.
4. Revised window size and location in response to revised layouts.
5. BBQ added to terraces
6. Skylights added
7. Revised Core position and related walls
8. Revised landscaping area
9. Revised fire stairs
10. Revised storage cages
11. Added HWP and moved AC units
12. Addition of blade wall
13. Addition of Photovoltaic Panels
14. Proposed enclosure of parking spaces into private garages.

FINISHES *REFER TO EXTERNAL FINISHES

- (MAS1) MASONRY - VERTICAL STACK BOND FACE BRICK WORK
(MAS2) MASONRY - STRECHER BOND FACE BRICK WORK
(REN1) RENDER - LIGHT
(CL1) CLADDING
(CL2) CLADDING
(GB) GLASS BALUSTRADE

LEGEND

- SD SLIDING PANEL
LVR GLAZED LOUVRE WINDOW
SW SWING DOOR
FX FIXED GLAZING
PS PRIVACY SCREEN
OB OBSCURE GLAZING
AW AWNING WINDOW
DH DOUBLE HUNG WINDOW
AS FIRE ATTENUATION SCREEN
C/H WM COLD/HOT WATER METER CUPBOARD
HWM HOT WATER METER CUPBOARD
HBS H-BOX SYSTEM
PV PHOTOVOLTAIC PANELS

S4.56 MODIFICATIONS

IMPORTANT NOTES:
DO NOT SCALE FROM DRAWINGS. USE FIGURED DIMENSIONS ONLY. ENSURE THAT THE DRAWINGS USED CARRY THE LATEST REVISION NO. READ IN CONJUNCTION WITH CONSULTANT ENGINEERS DRAWINGS - REFER CONTRACT DRAWING LIST.

- ALL DIMENSIONS TO BE CHECKED ON SITE BEFORE COMMENCEMENT OF WORK.
- ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.
- LARGER SCALE DRAWINGS AND WRITTEN DIMENSIONS TAKE PRECEDENCE.
- THE ESTUARINE PLANNING LEVEL IS MLN 3.1M AHD. ALL LEVELS TO AHD.

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REVISION	DATE	DESCRIPTION	BY
P1	18/06/25	DRAFT S4.56 MODIFICATION	AM & MD
P2	20/06/25	For coordination	AM & MD
P3	25/06/25	For coordination	AM & MD
P4	26/06/25	For coordination	AM & MD
P5	27/06/25	For coordination	AM & MD
P6	03/07/25	For coordination	AM & MD
P7	04/07/25	DRAFT S4.56 MODIFICATION	AM & MD
P8	09/07/25	S4.56 MODIFICATION	AM & MD

REVISION NOTES

ISSUED FOR s4.56LODGMNT

NOT FOR CONSTRUCTION



2/40 East Esplanade
Manly, NSW 2095 Australia
Phone: 02 8385 9759

Nominated Architect:
Bridie Gough 8280

VPM

9-11 VICTORIA PARADE, MANLY, NSW

WINGALA

DRAWING TITLE
FIRST BASEMENT PLAN

SCALE@A
3
1:100 S4.56

STATUS

NUMBER
A1.01 b

PROJECT
VPM

REVISION
P8

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VPM

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WINGALA

DRAWING TITLE
SECOND BASEMENT PLAN

SCALE@A
3
1:100 S4.56

STATUS

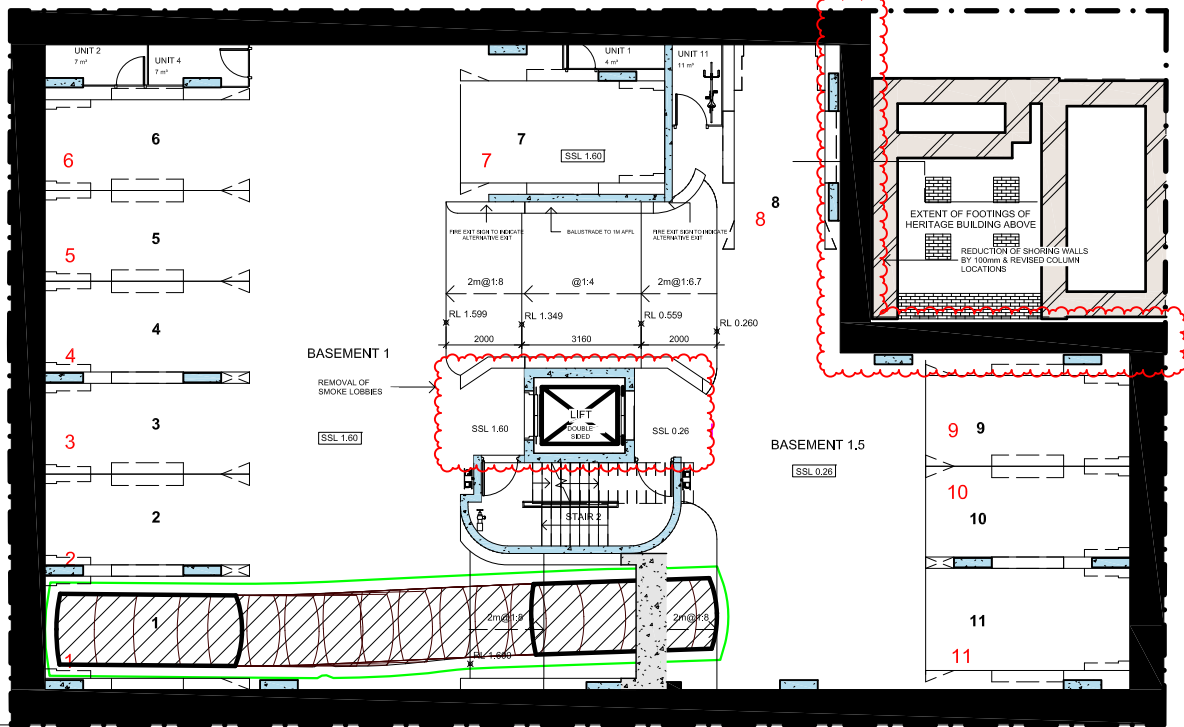
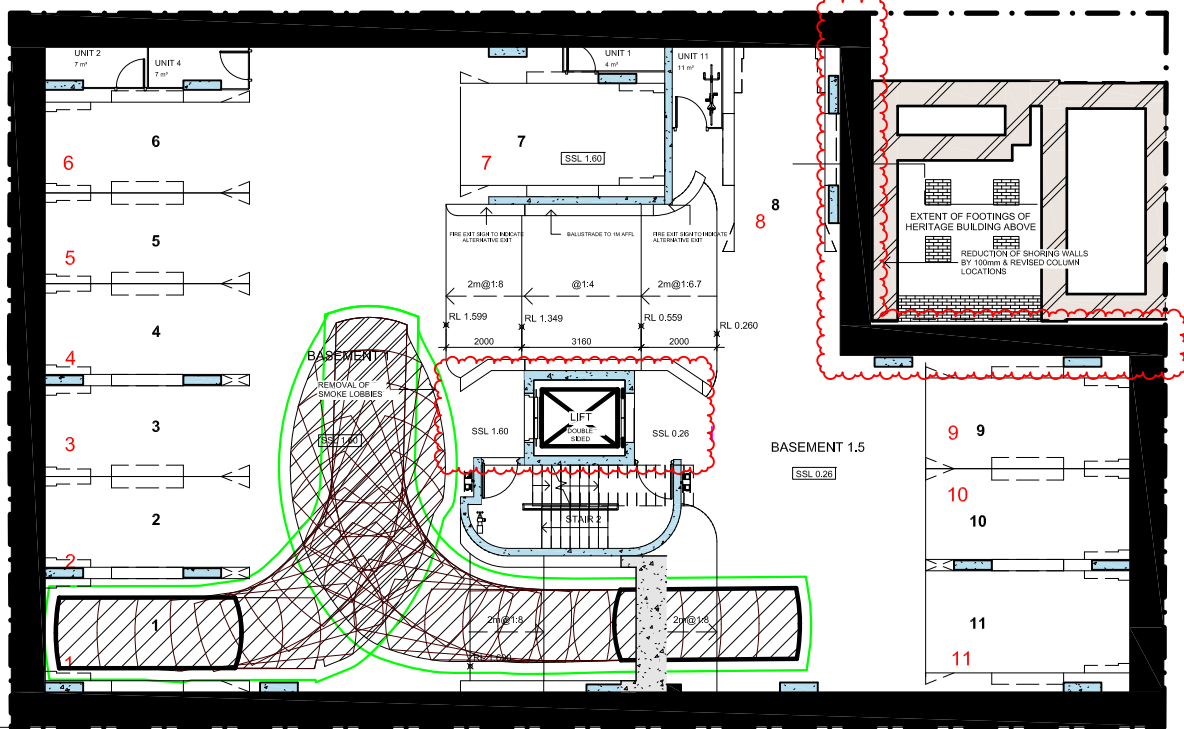
NUMBER
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PROJECT
VPM

REVISION
P8

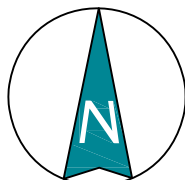
APPENDIX B

Turning Path Assessment



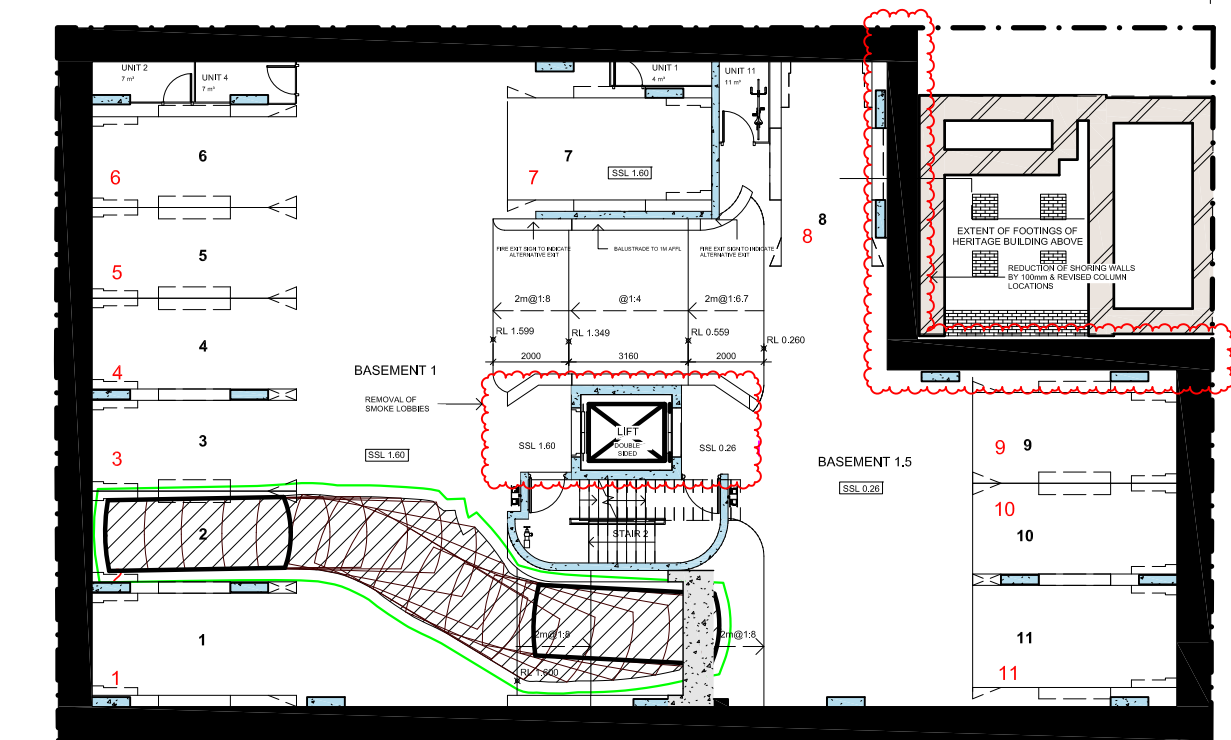
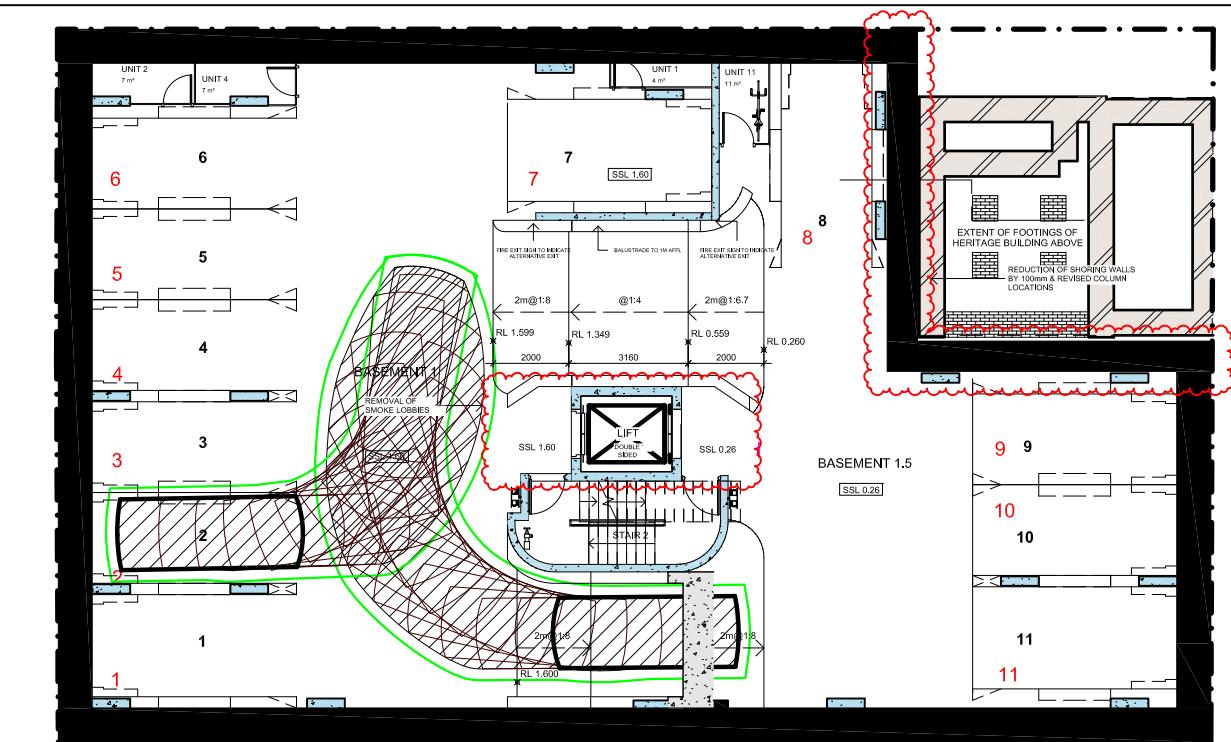
NOTE

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



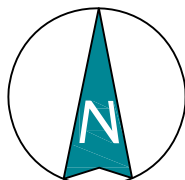
**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE ACCESSING SPACE 1**

SP 1_85th



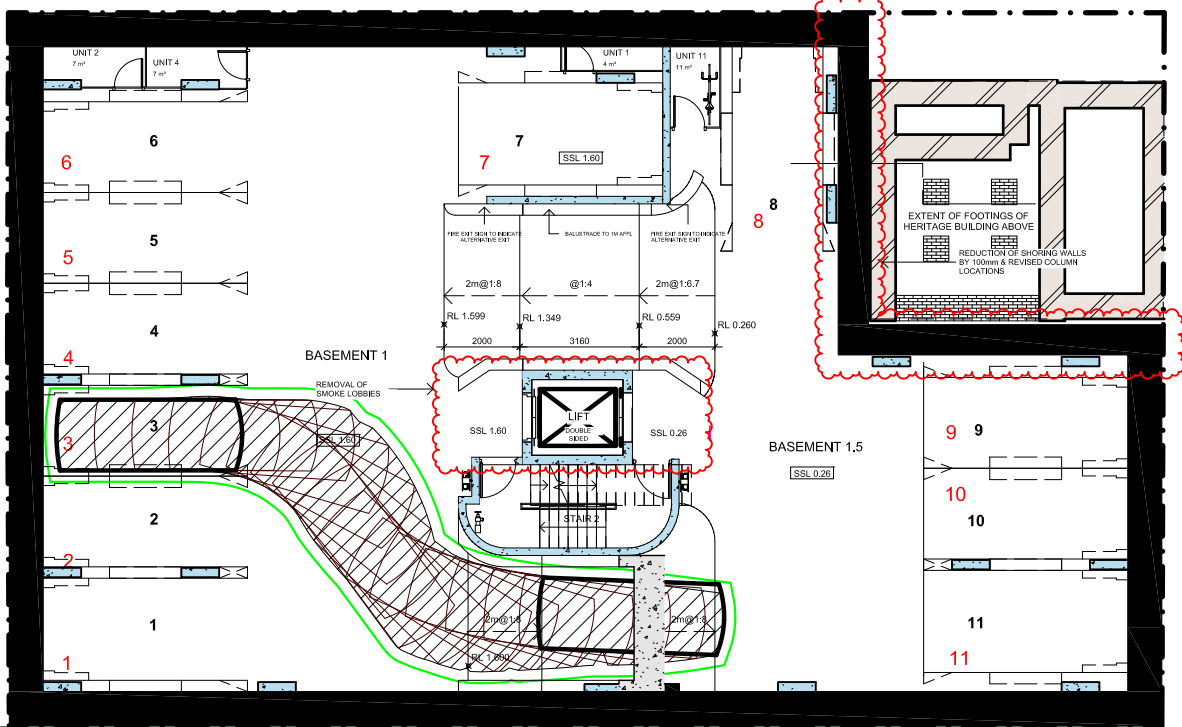
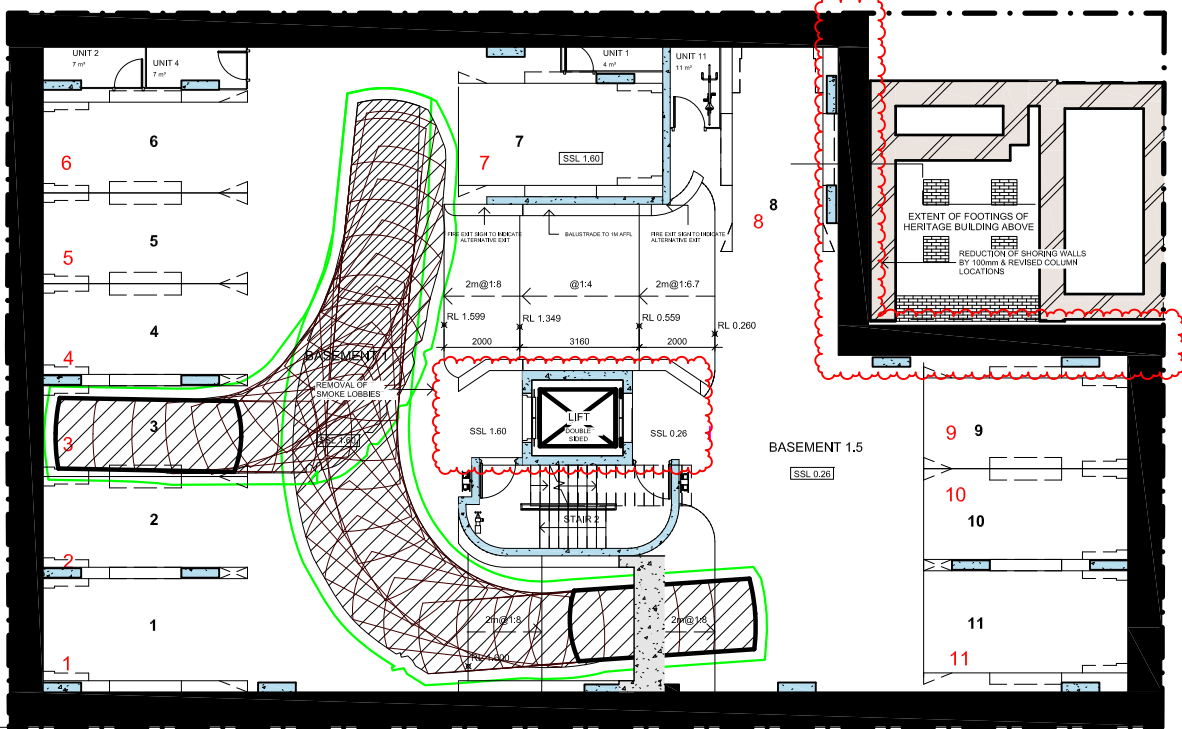
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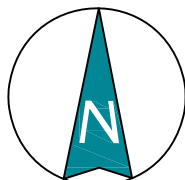
**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE ACCESSING SPACE 2**

SP 2_85th



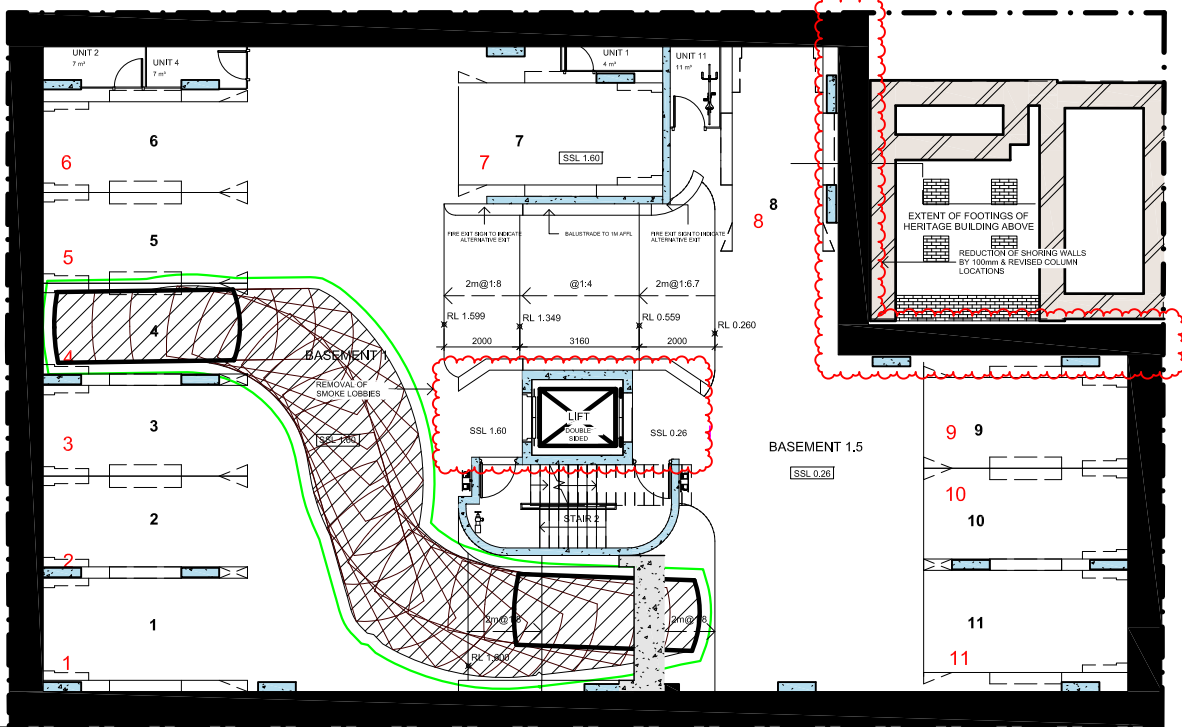
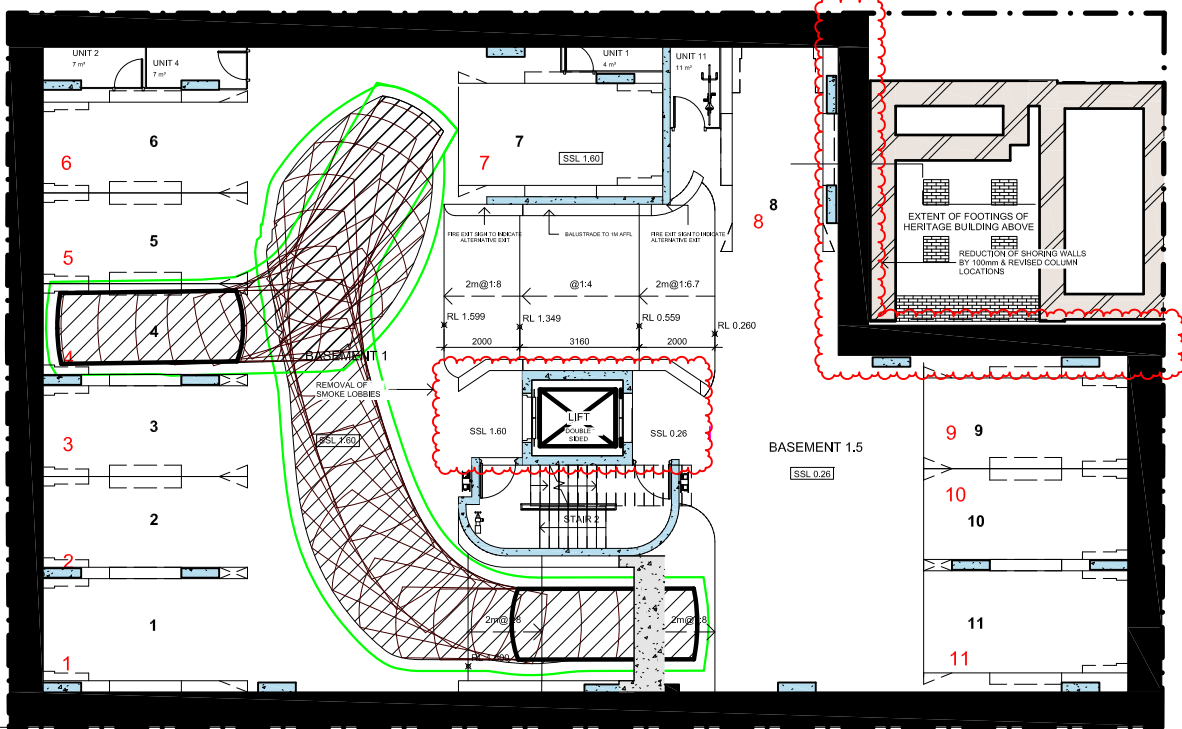
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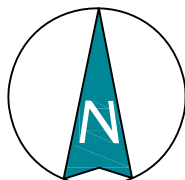
**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE ACCESSING SPACE 3**

SP 3_85th



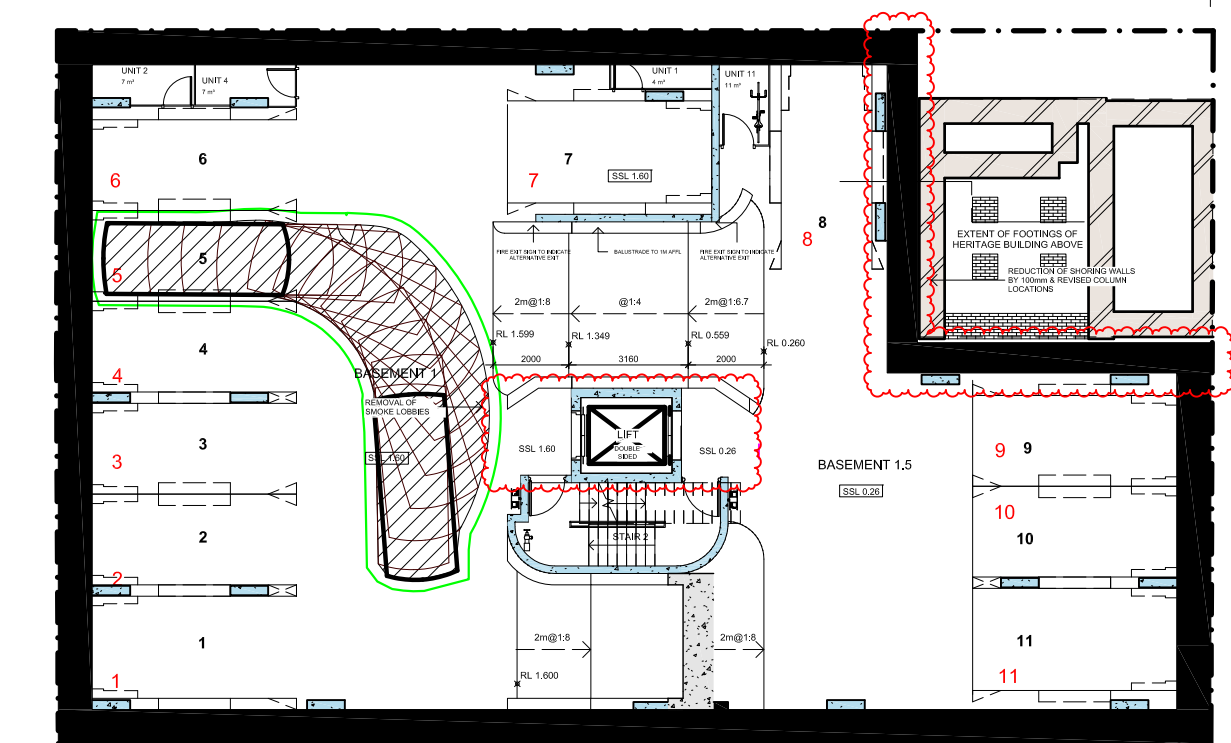
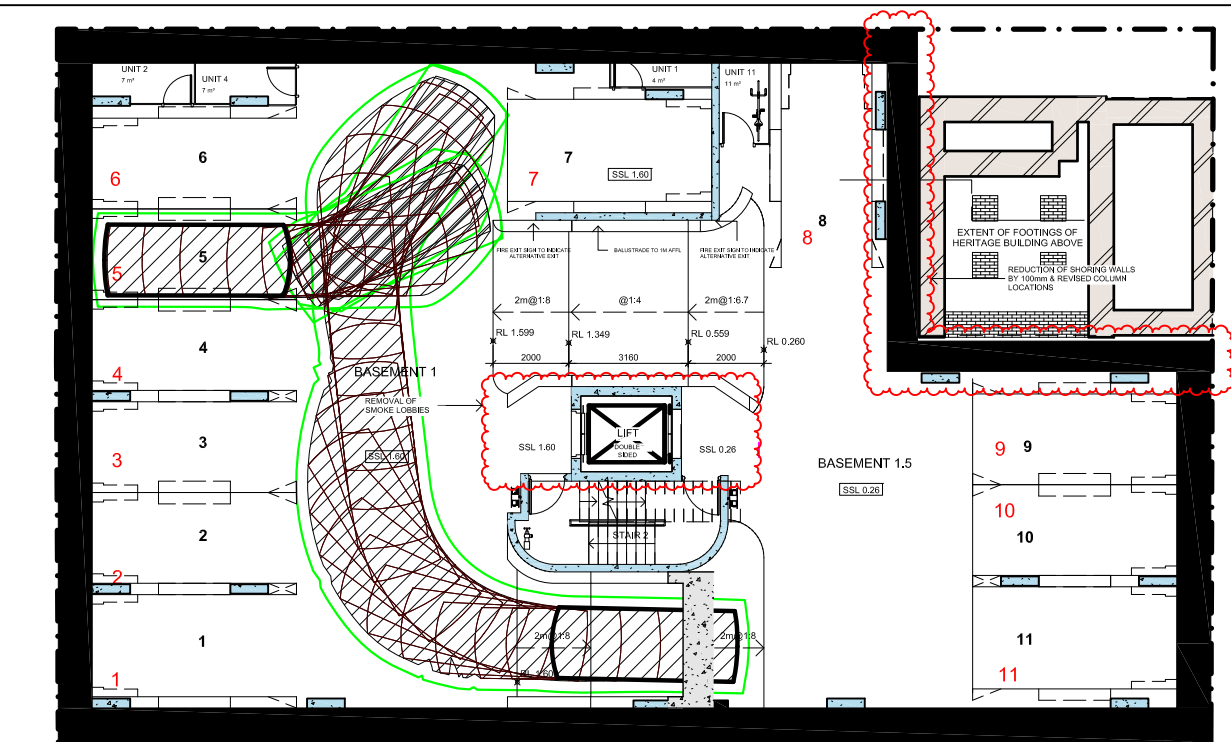
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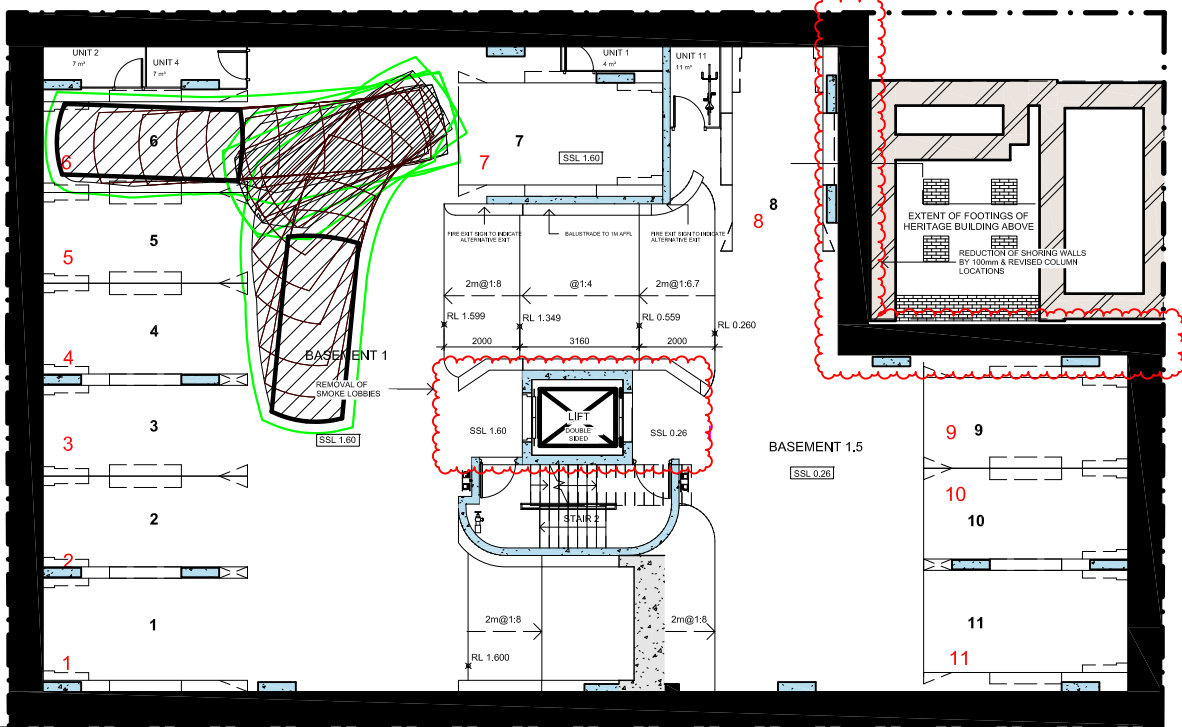
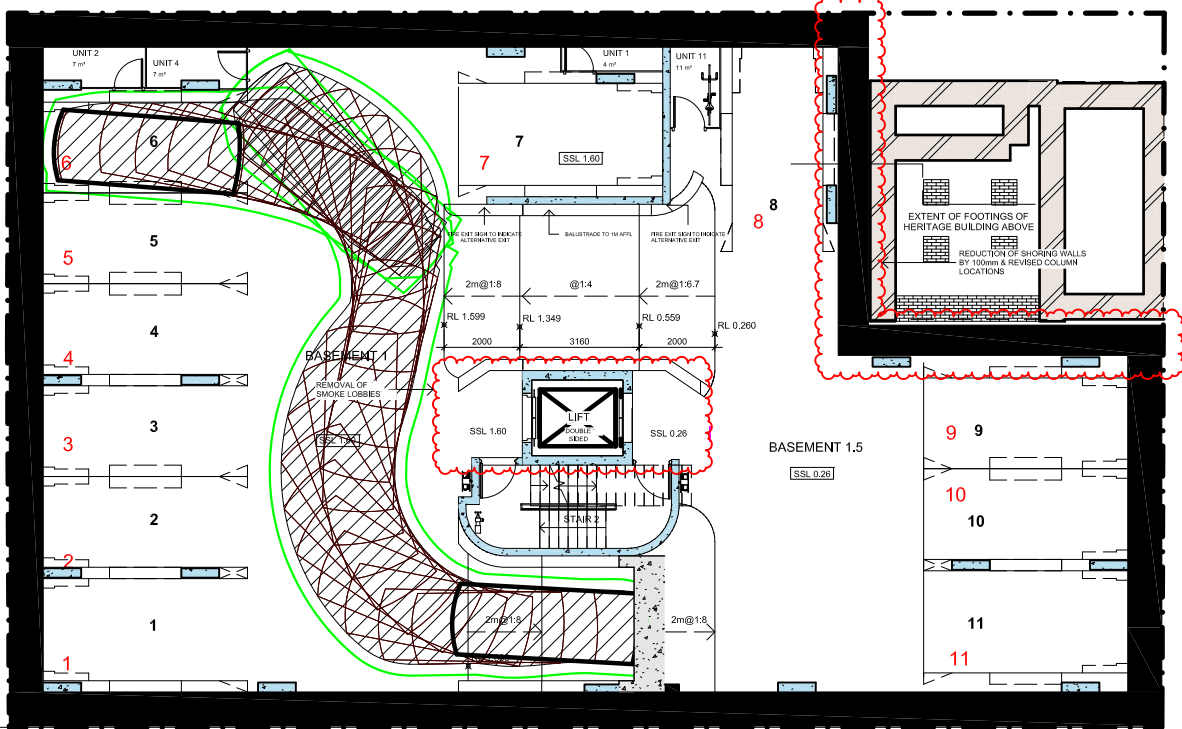


**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE ACCESSING SPACE 4**

SP 4_85th

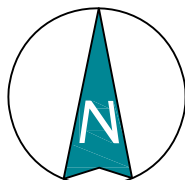


SP 5_85th



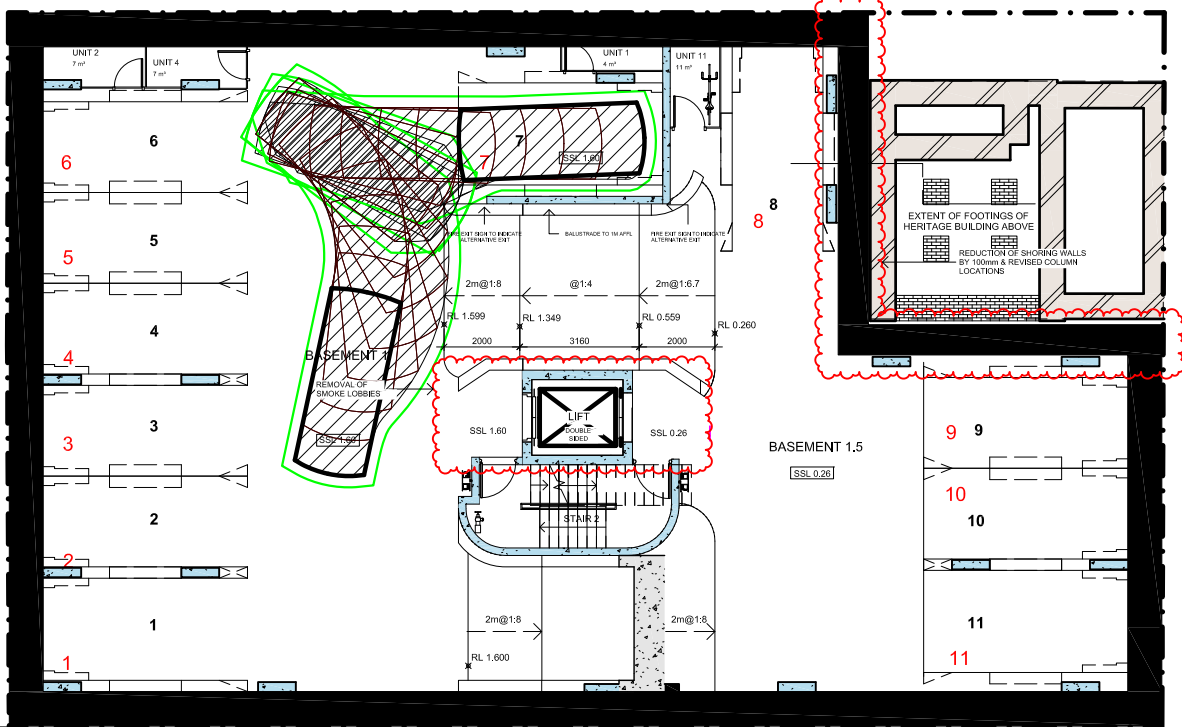
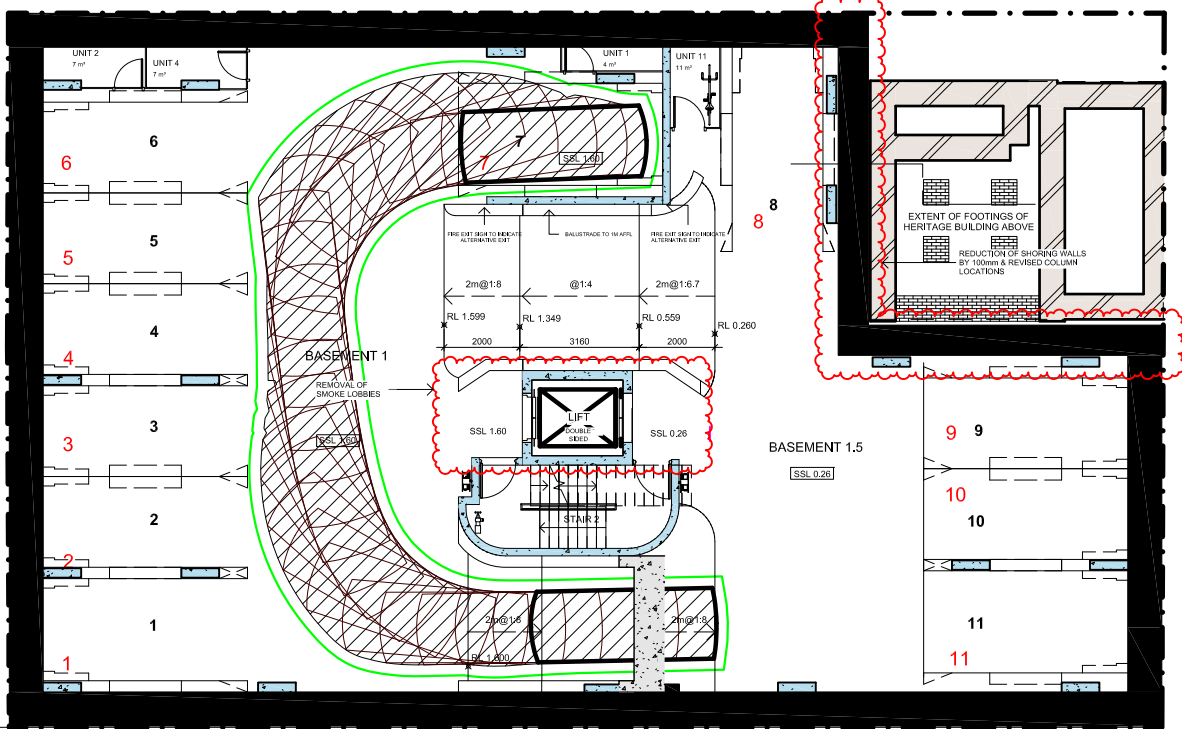
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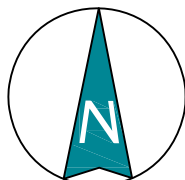
**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE ACCESSING SPACE 6**

SP 6_85th



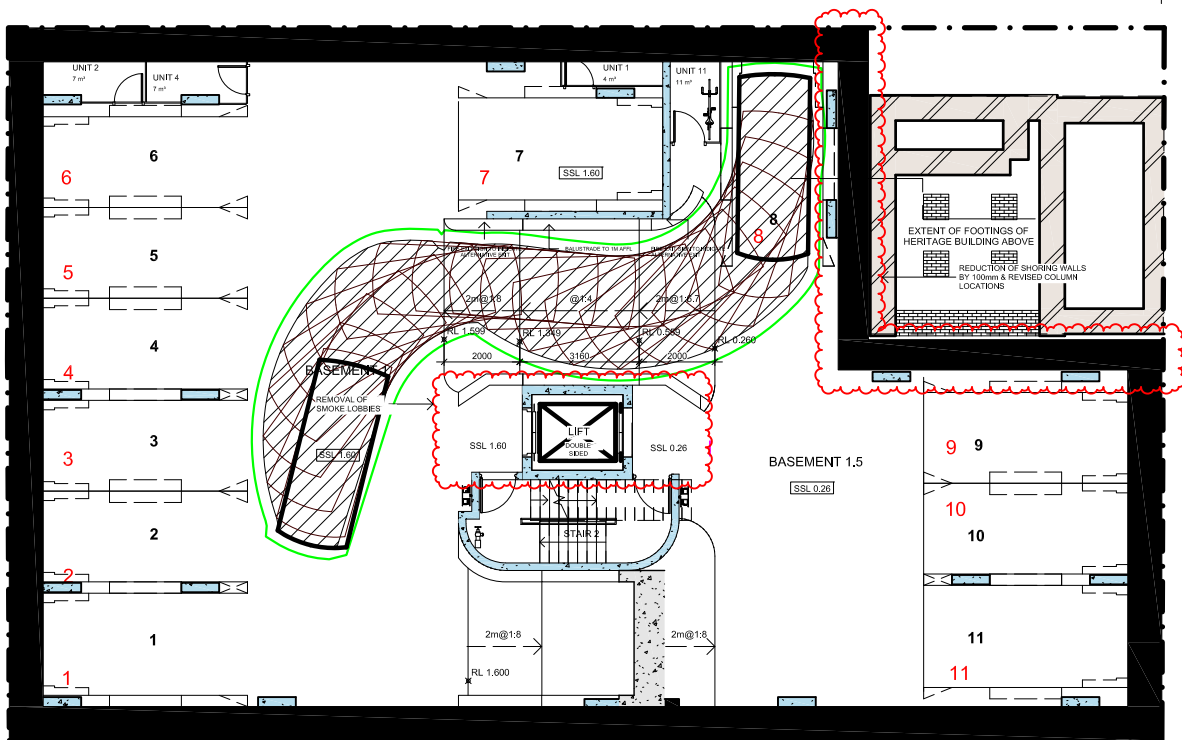
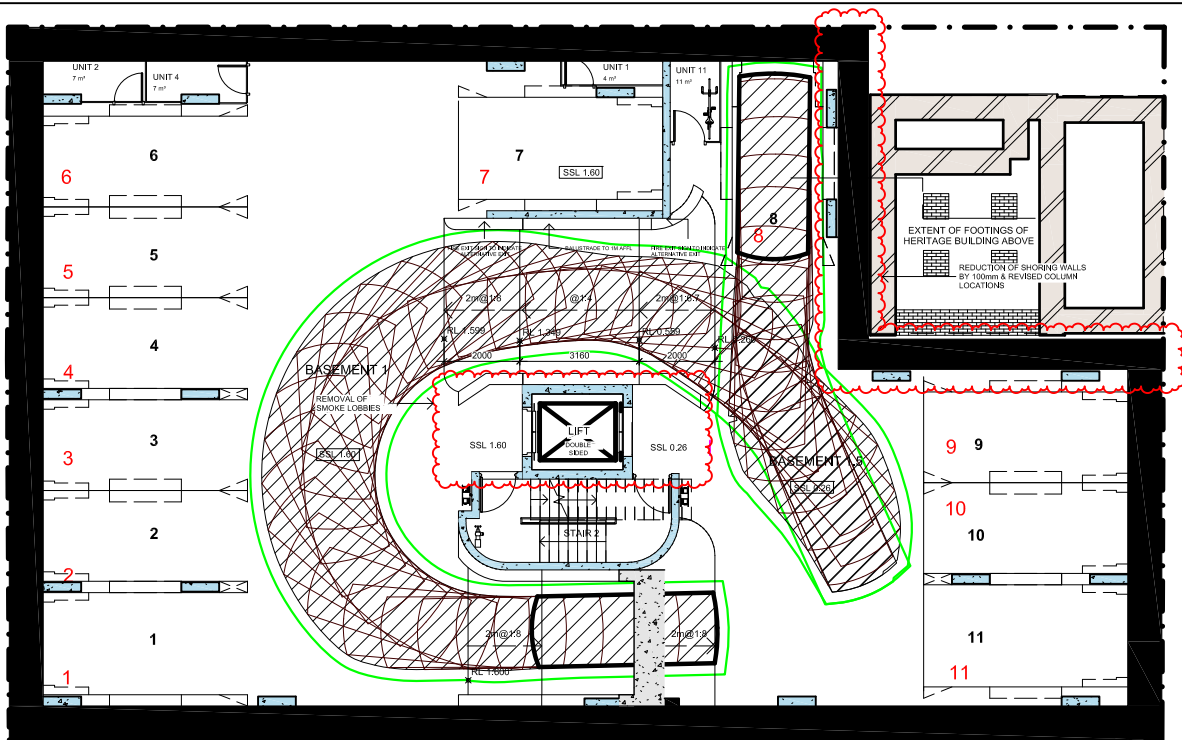
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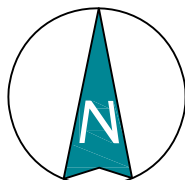
**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE ACCESSING SPACE 7**

SP 7_85th



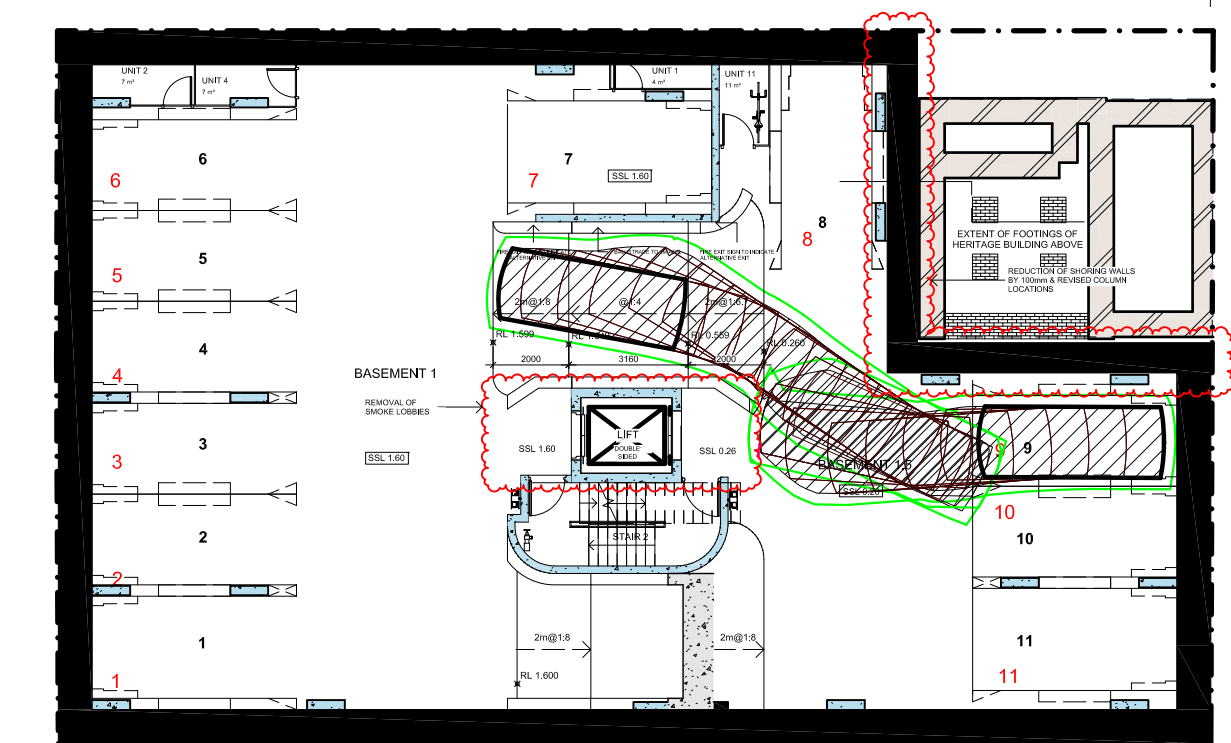
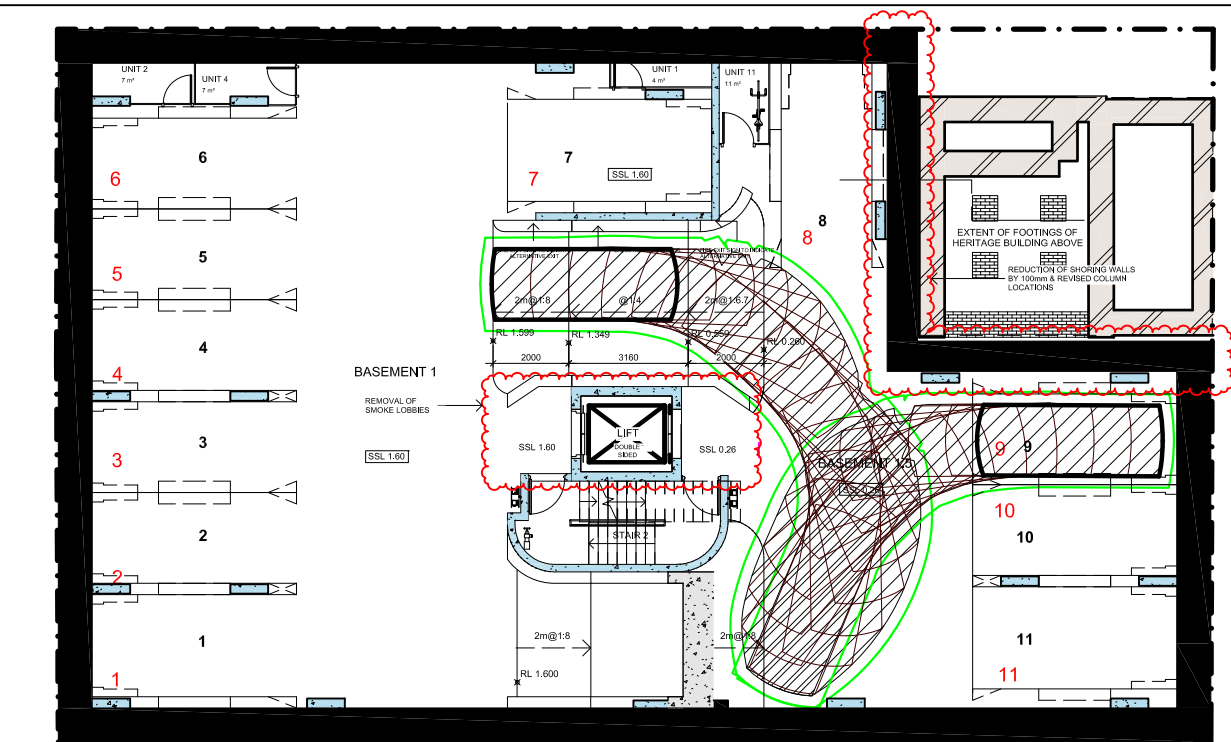
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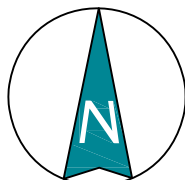
**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE ACCESSING SPACE 8**

SP 8_85th



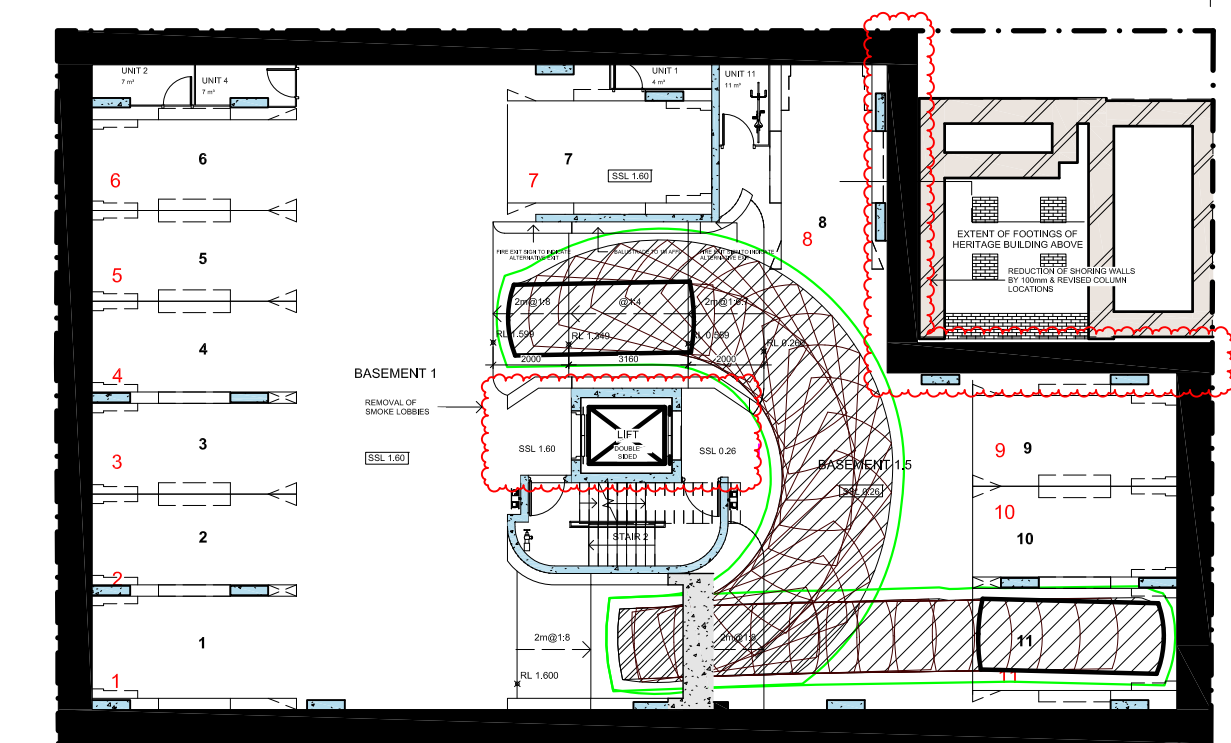
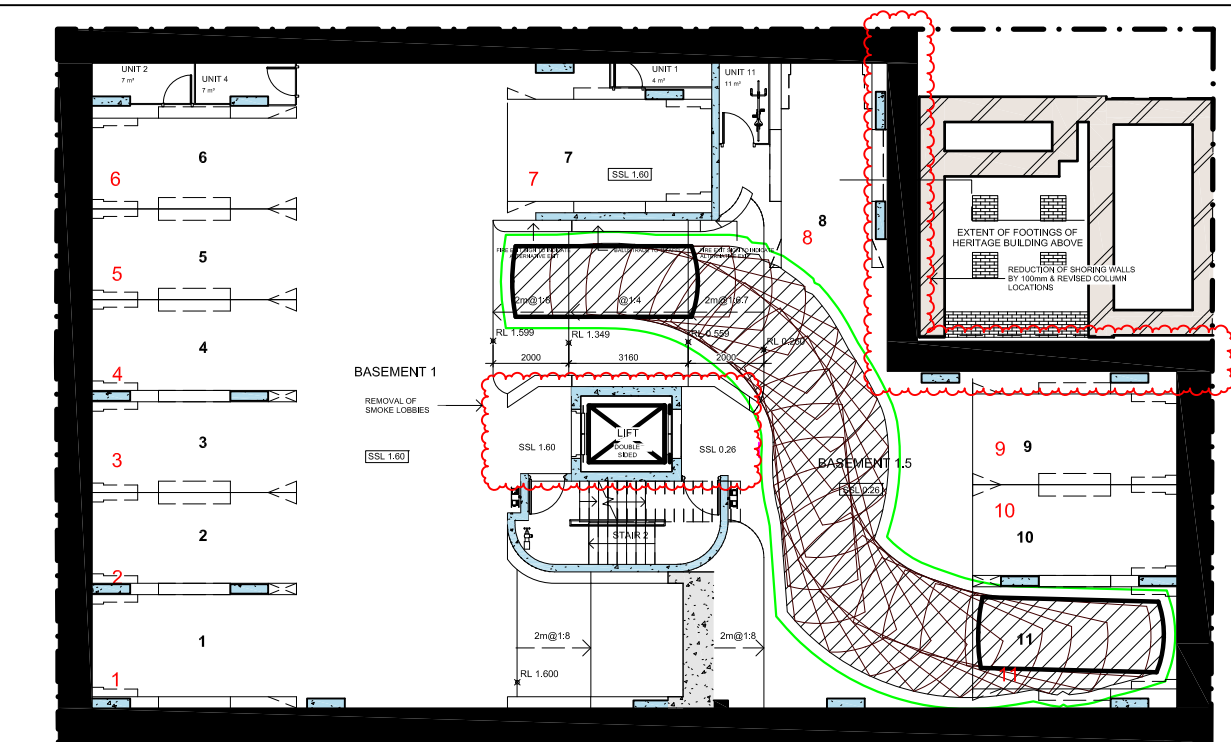
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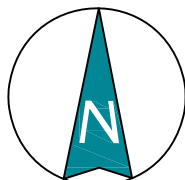
**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE ACCESSING SPACE 9**

SP 9_85th



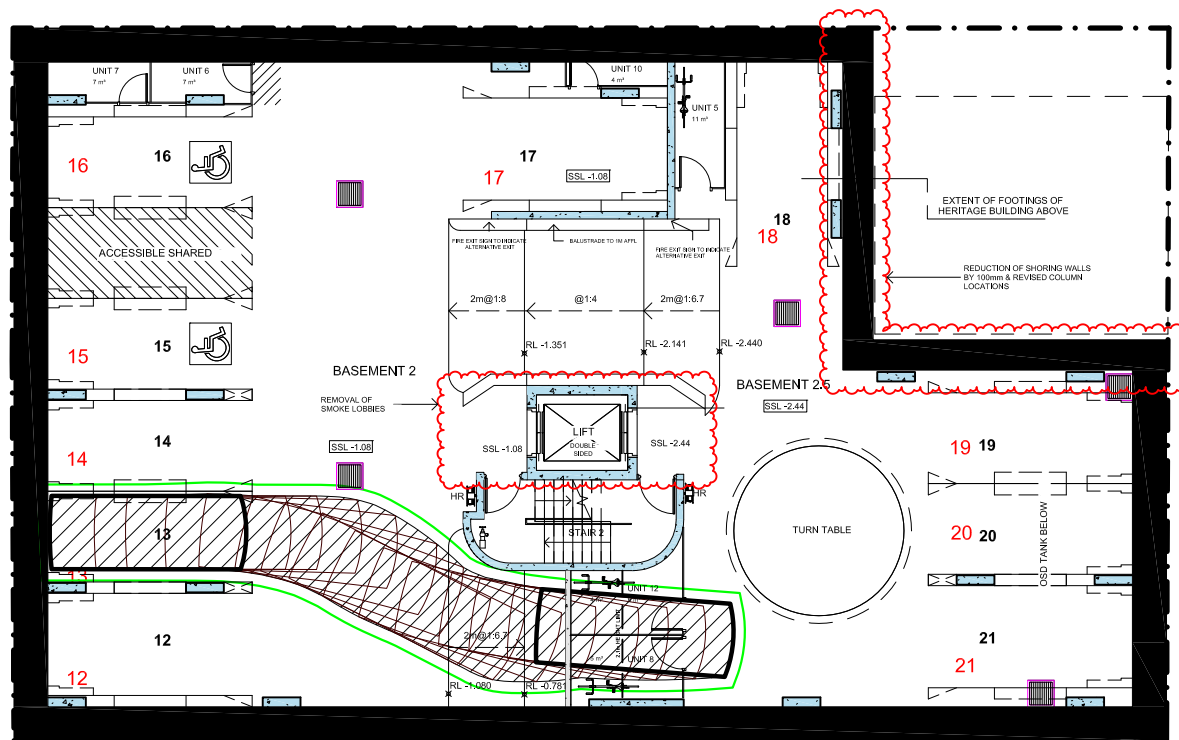
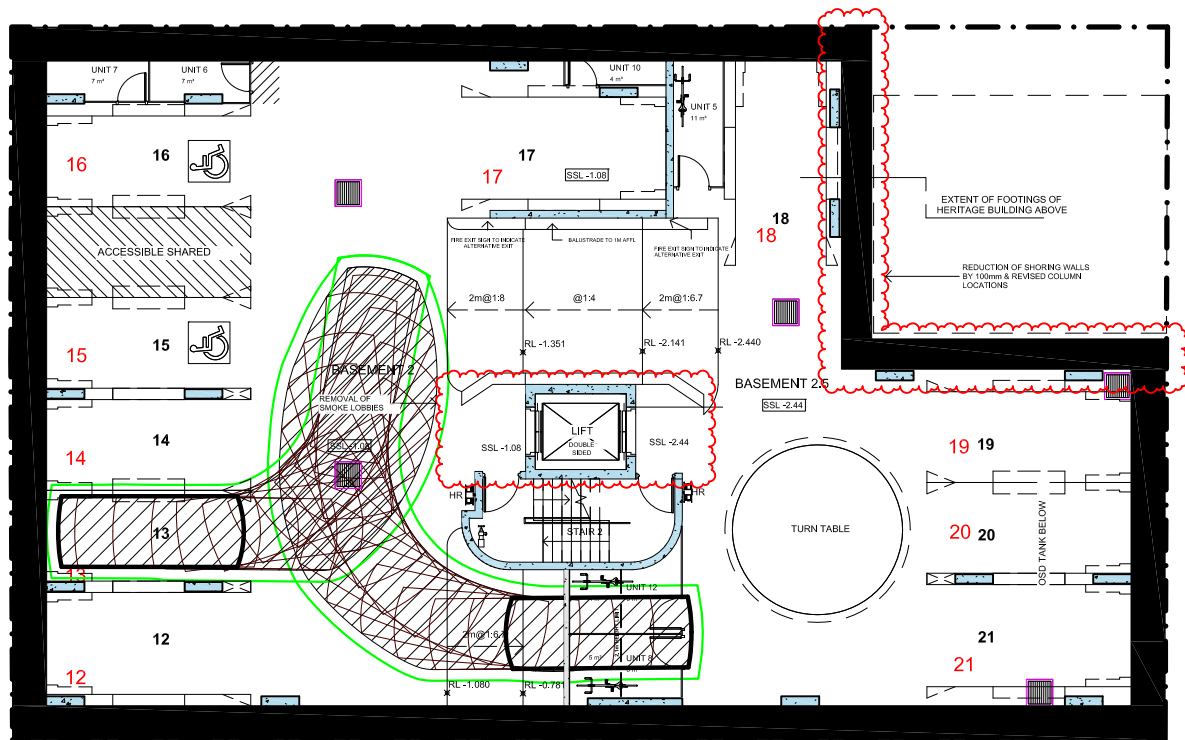
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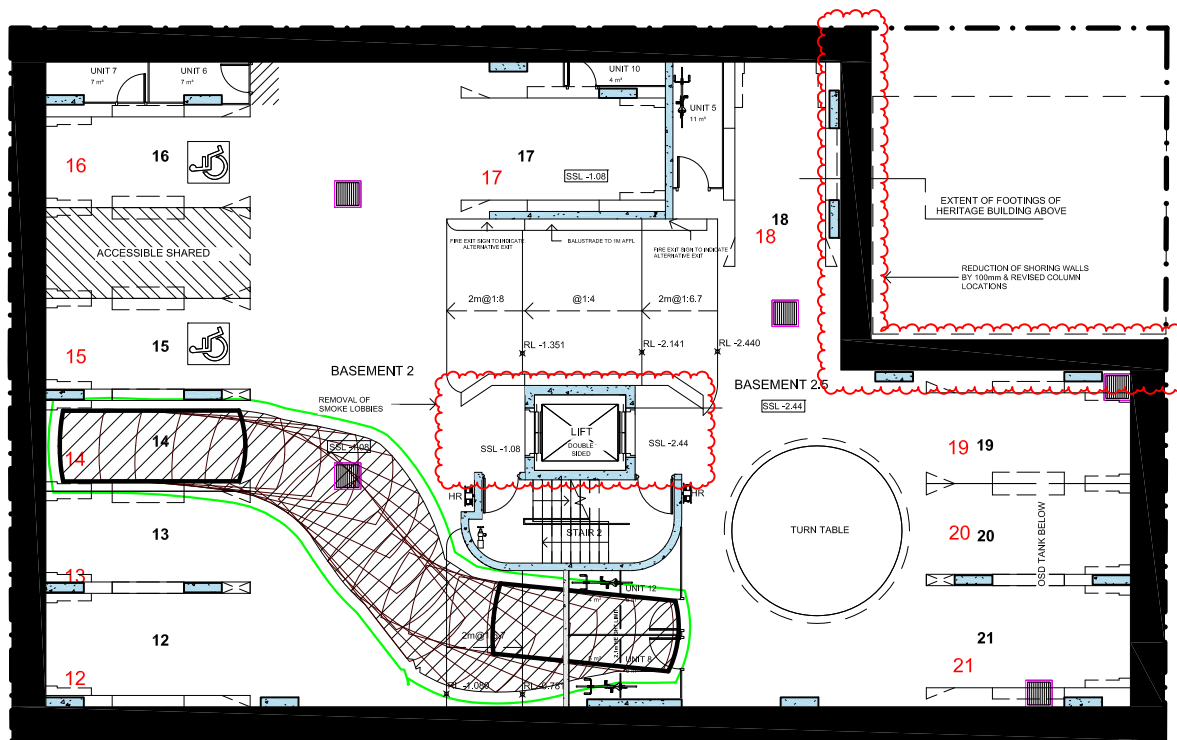
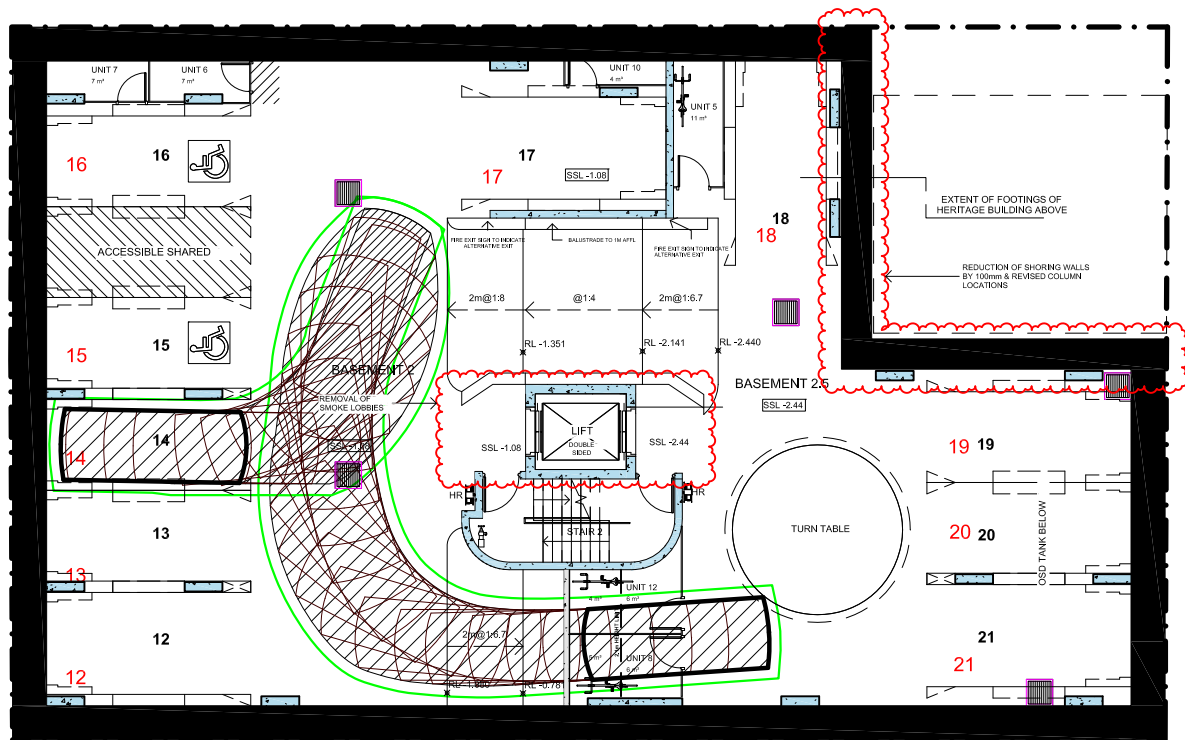


**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE ACCESSING SPACE 11**

SP 11_85th

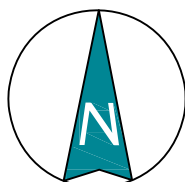


SP 13_85th



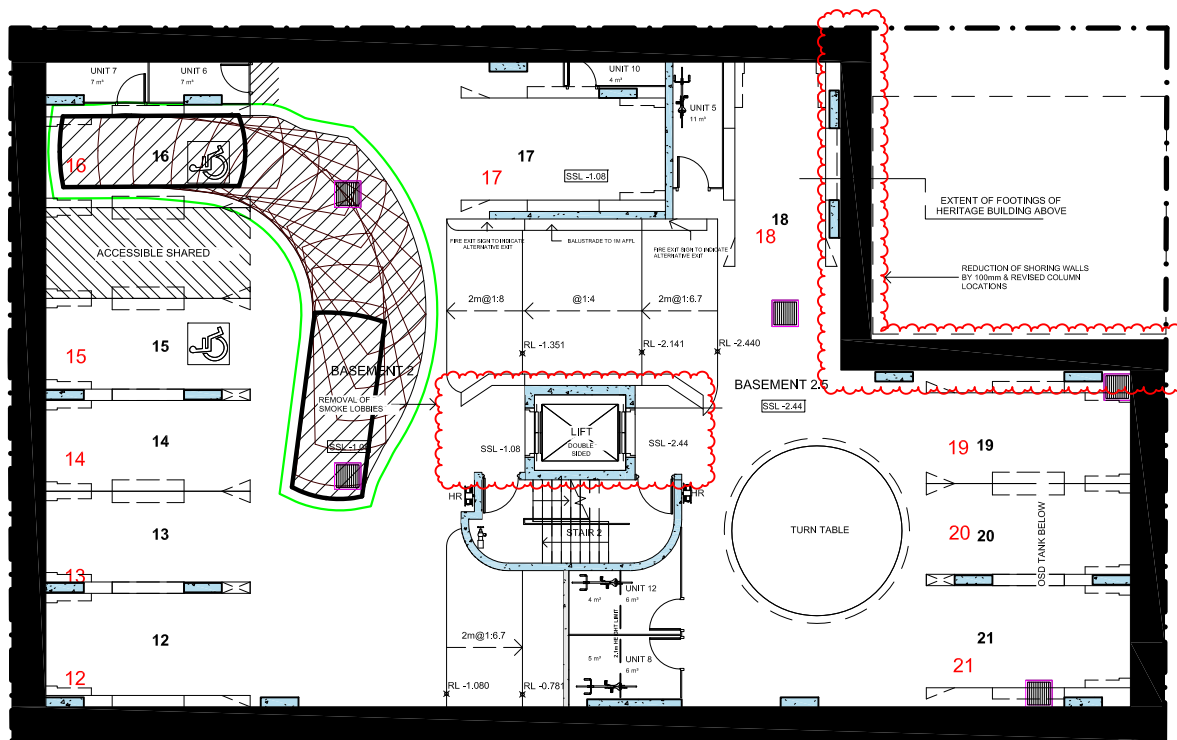
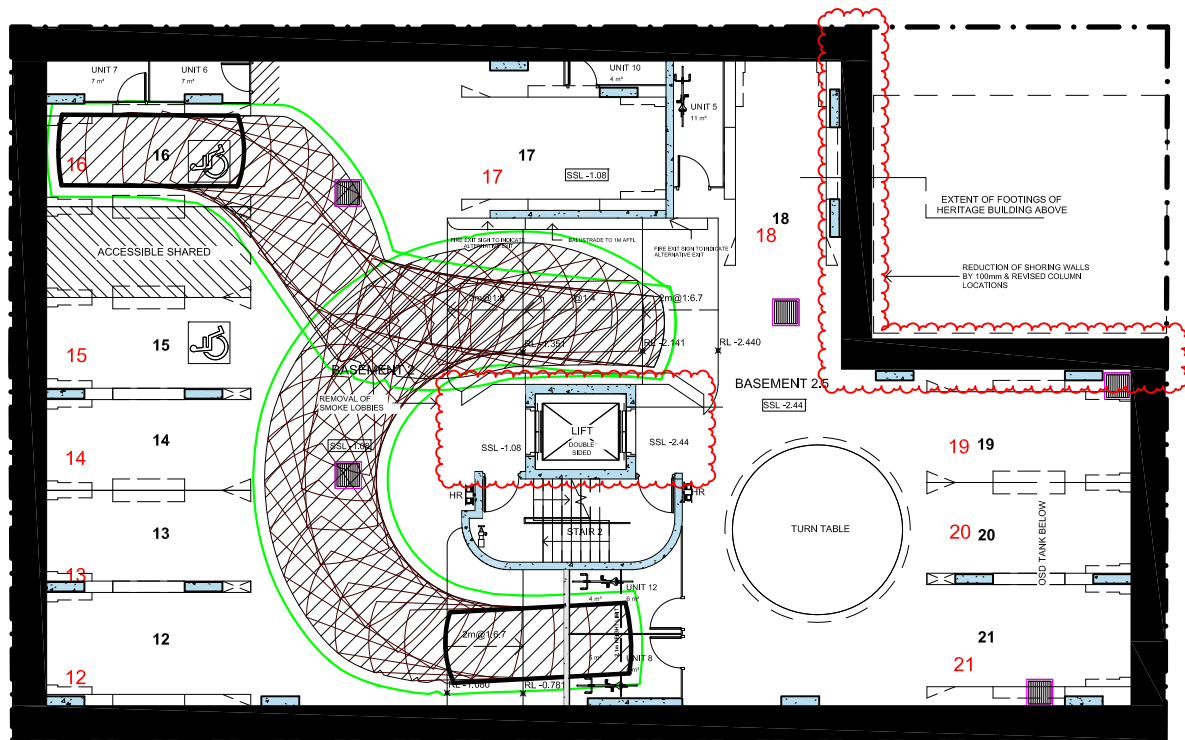
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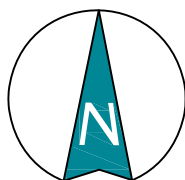
**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE ACCESSING SPACE 14**

SP 14_85th



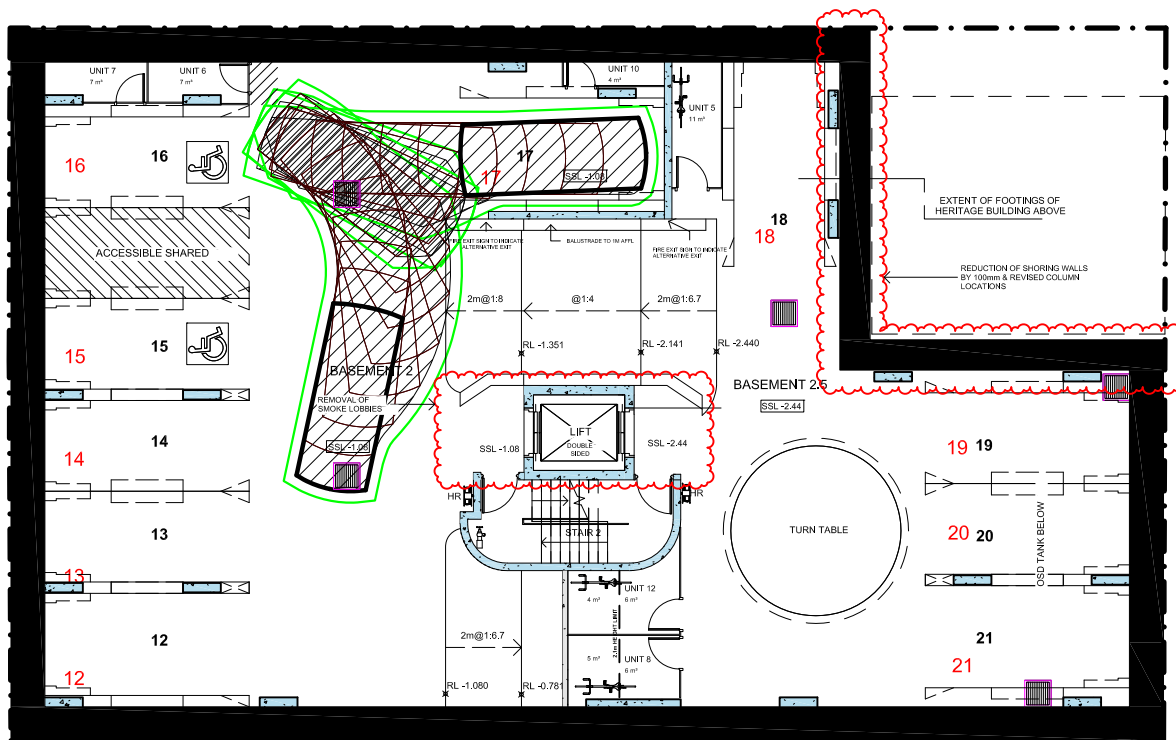
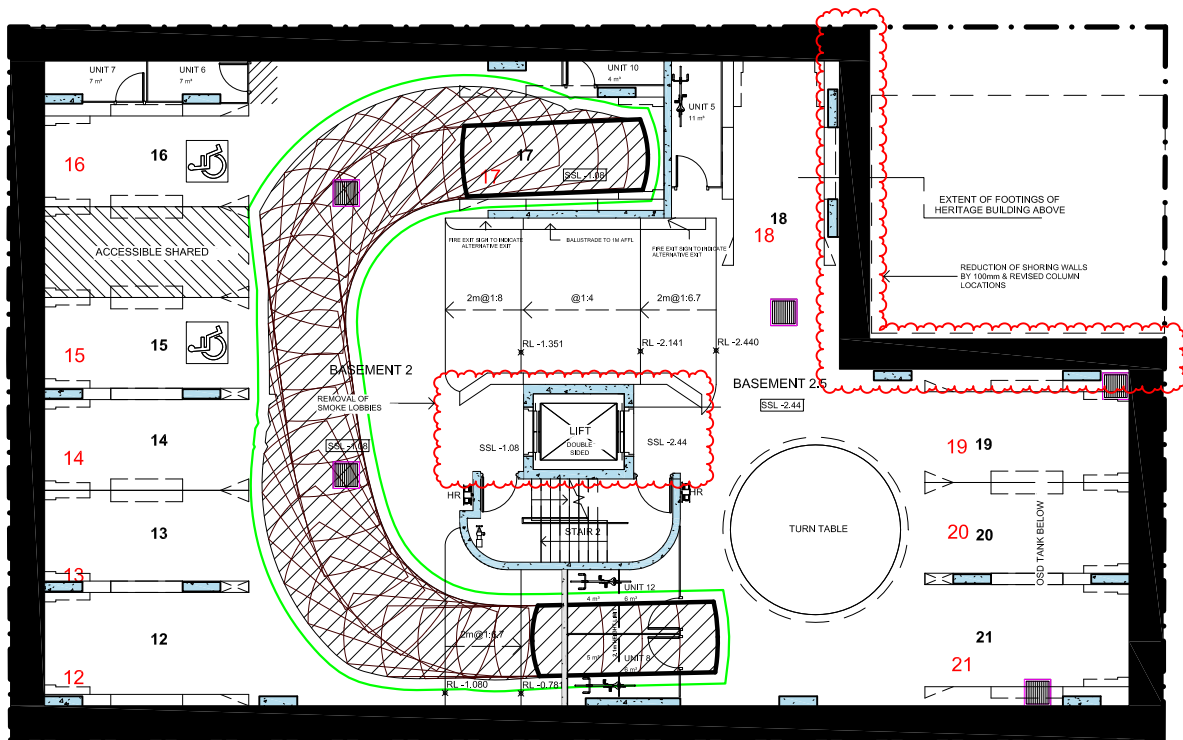
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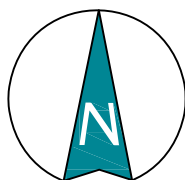
**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE ACCESSING SPACE 16**

SP 16_85th



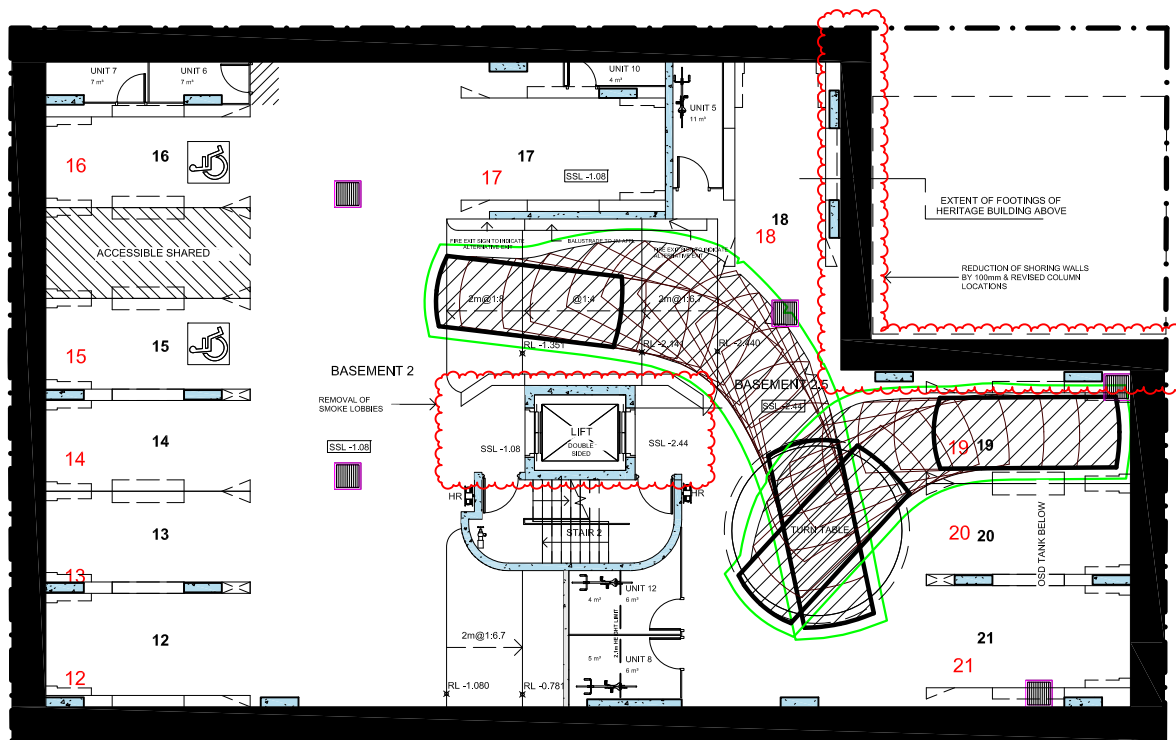
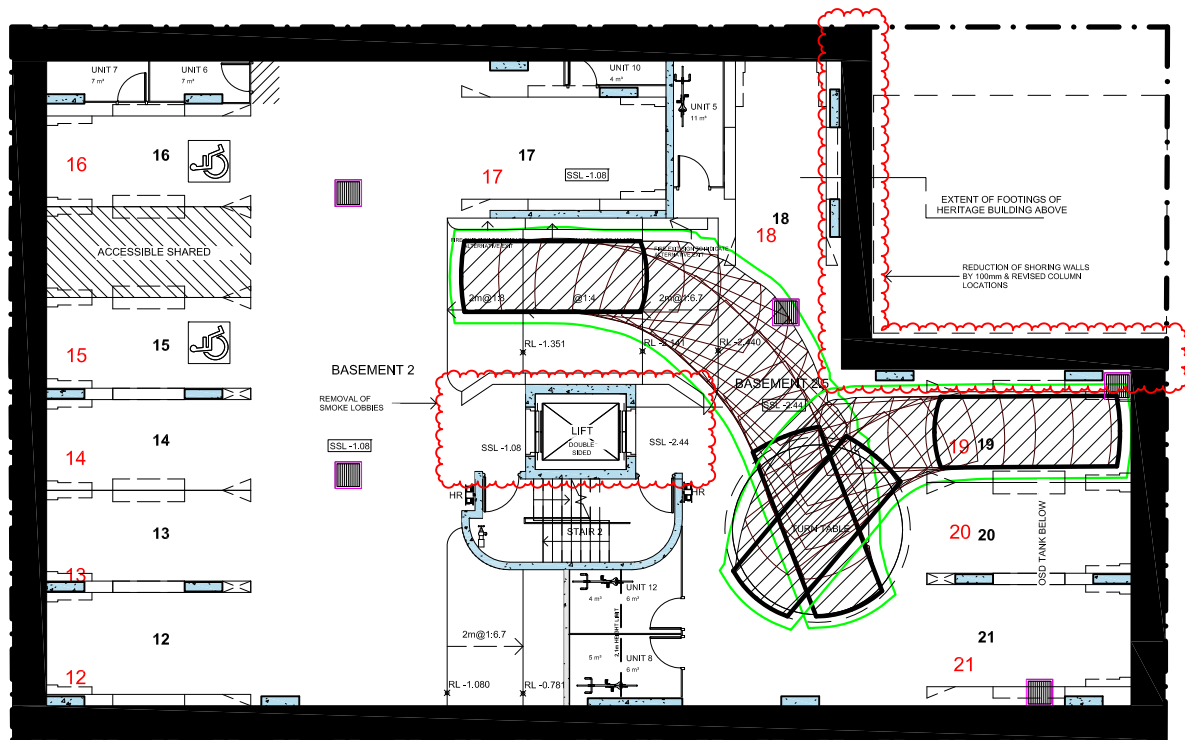
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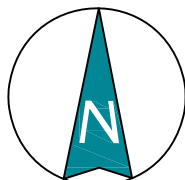
**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE ACCESSING SPACE 17**

SP 17_85th



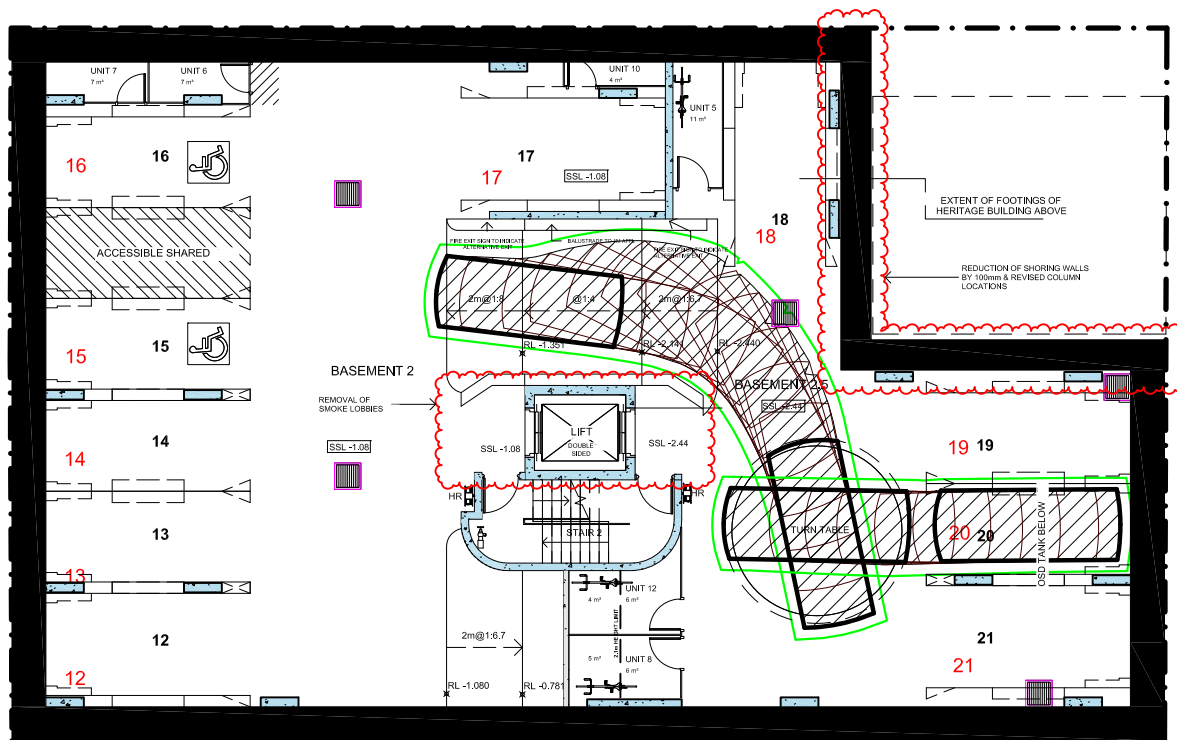
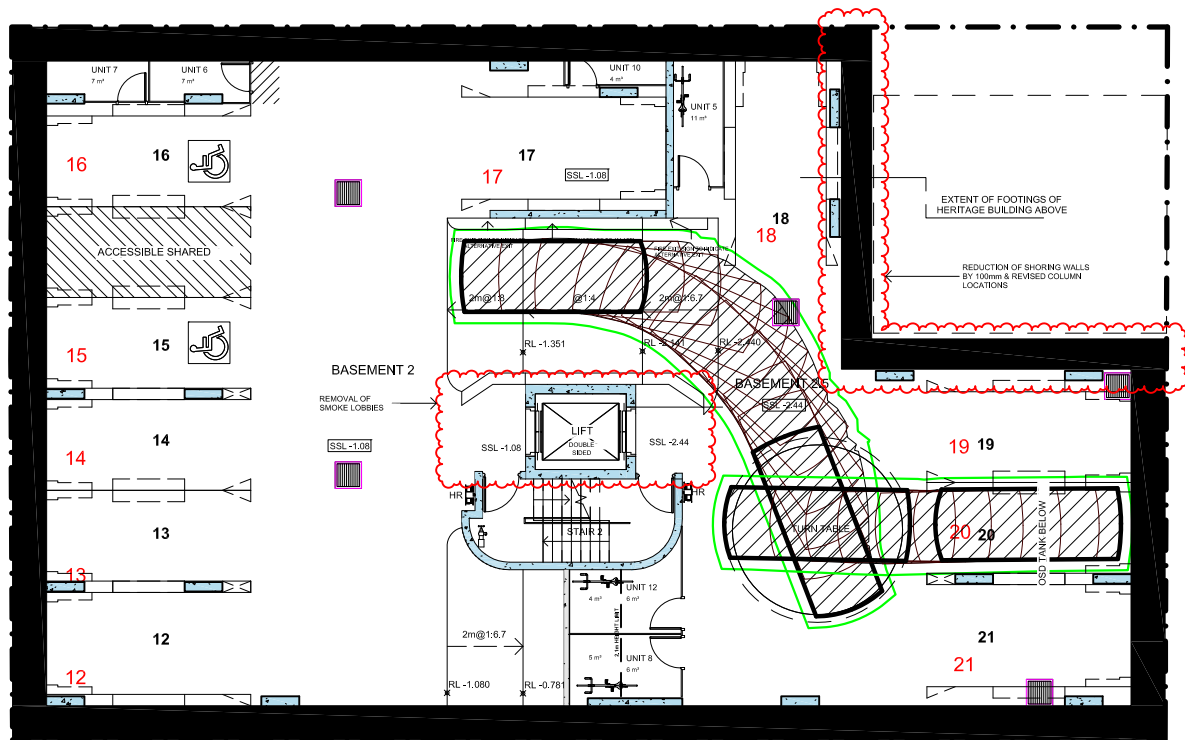
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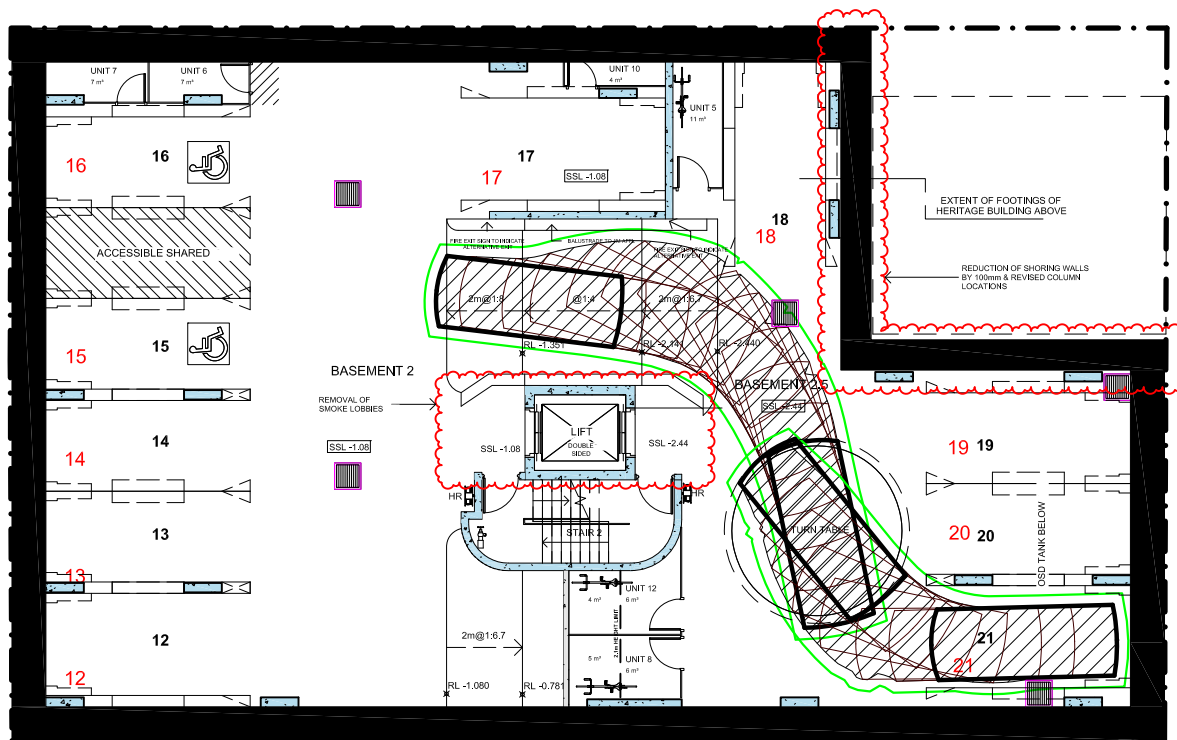
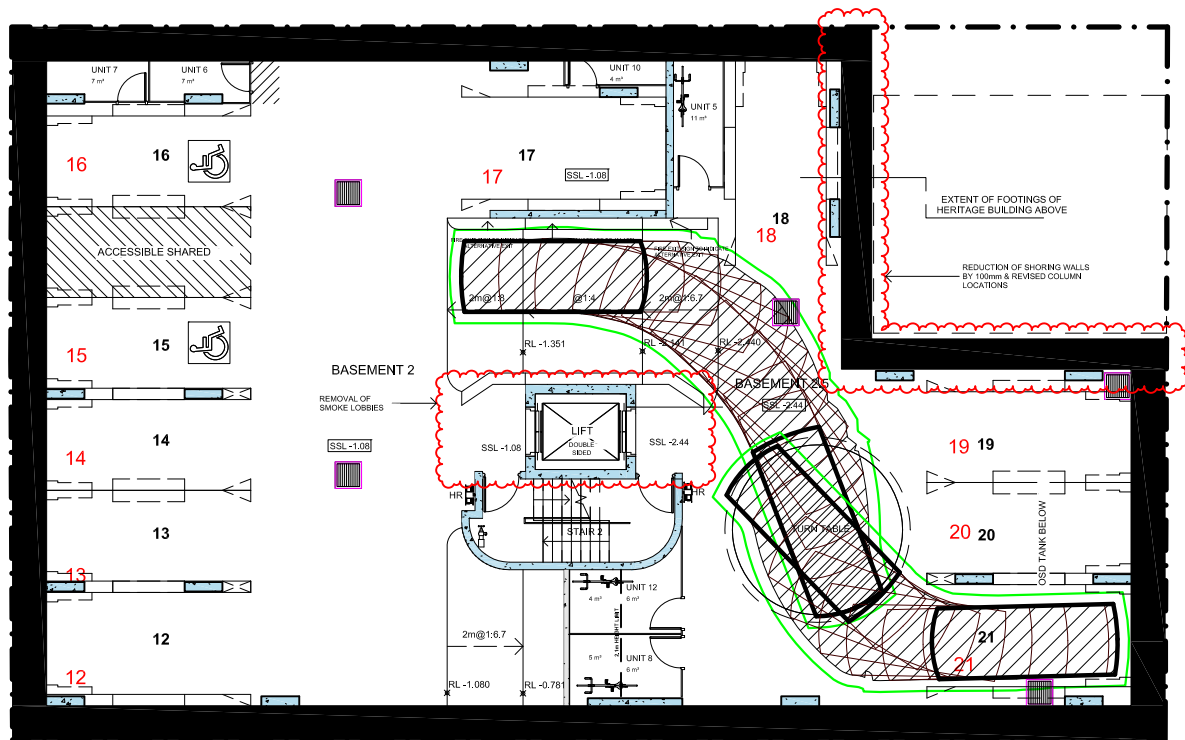


SWEPT PATH ANALYSIS OF AN 85th PERCENTILE VEHICLE ACCESSING SPACE 19

SP 19_85th

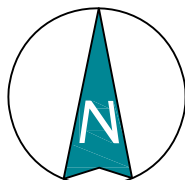


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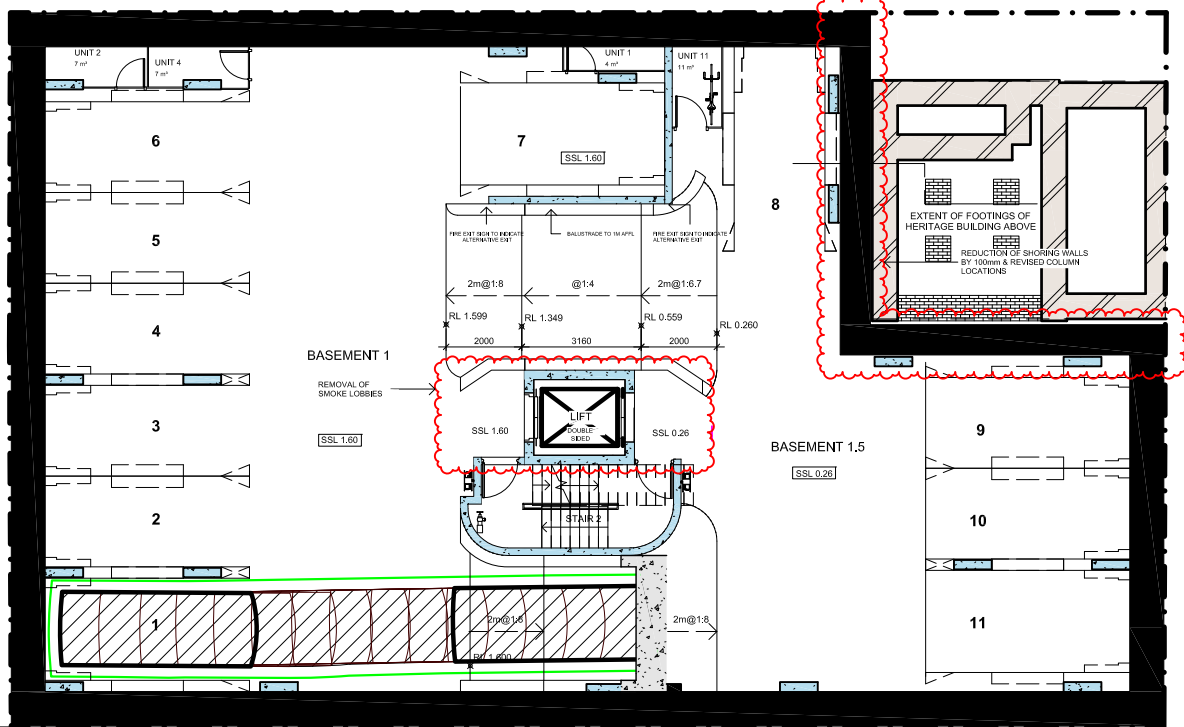
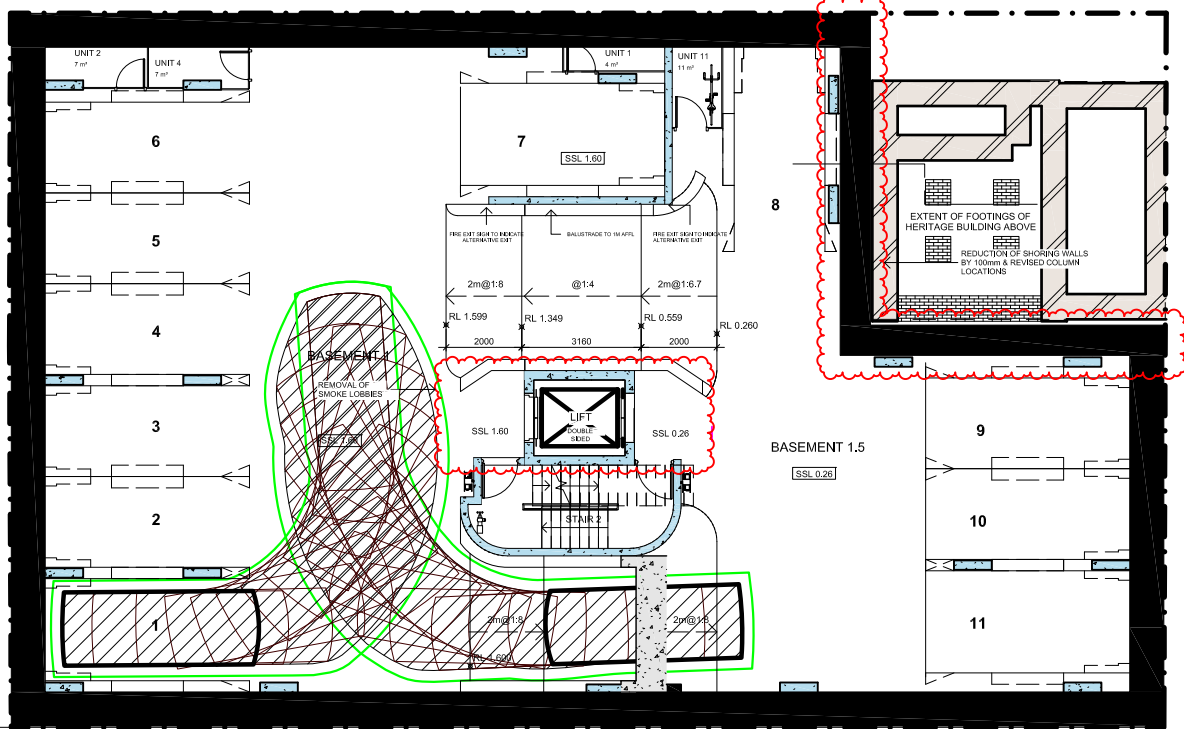
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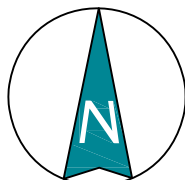
**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE ACCESSING SPACE 21**

SP 21_85th



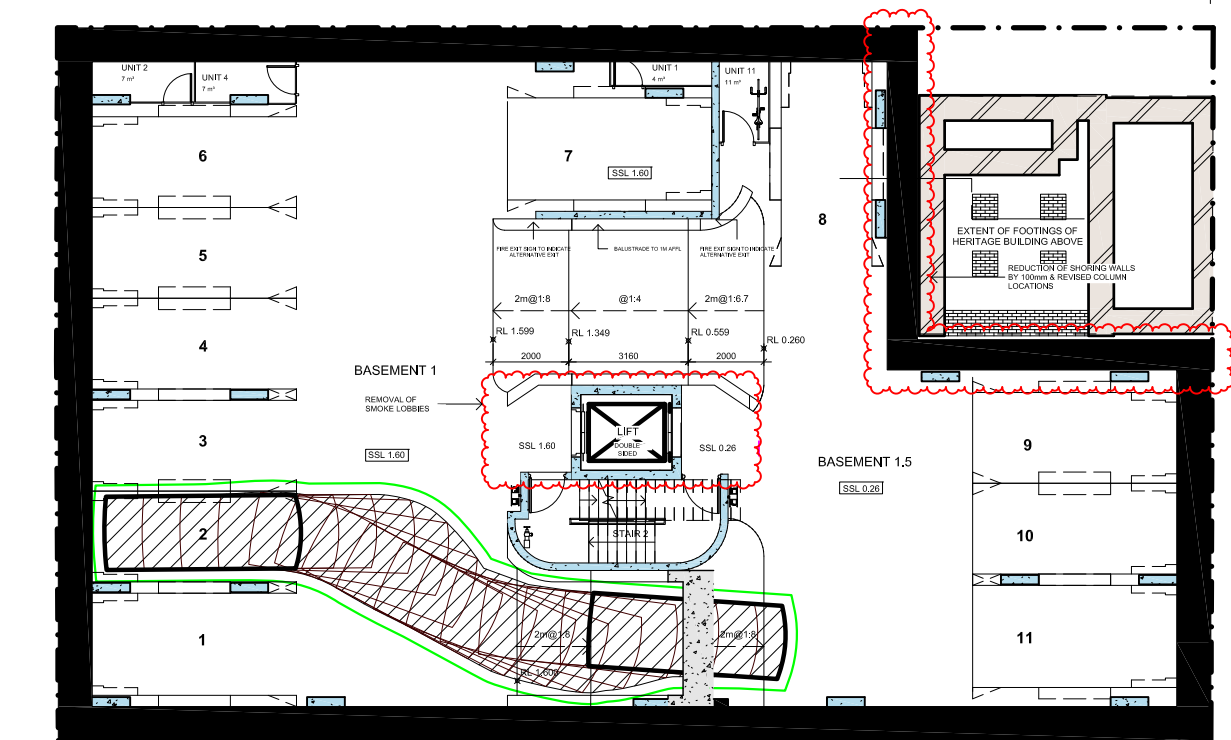
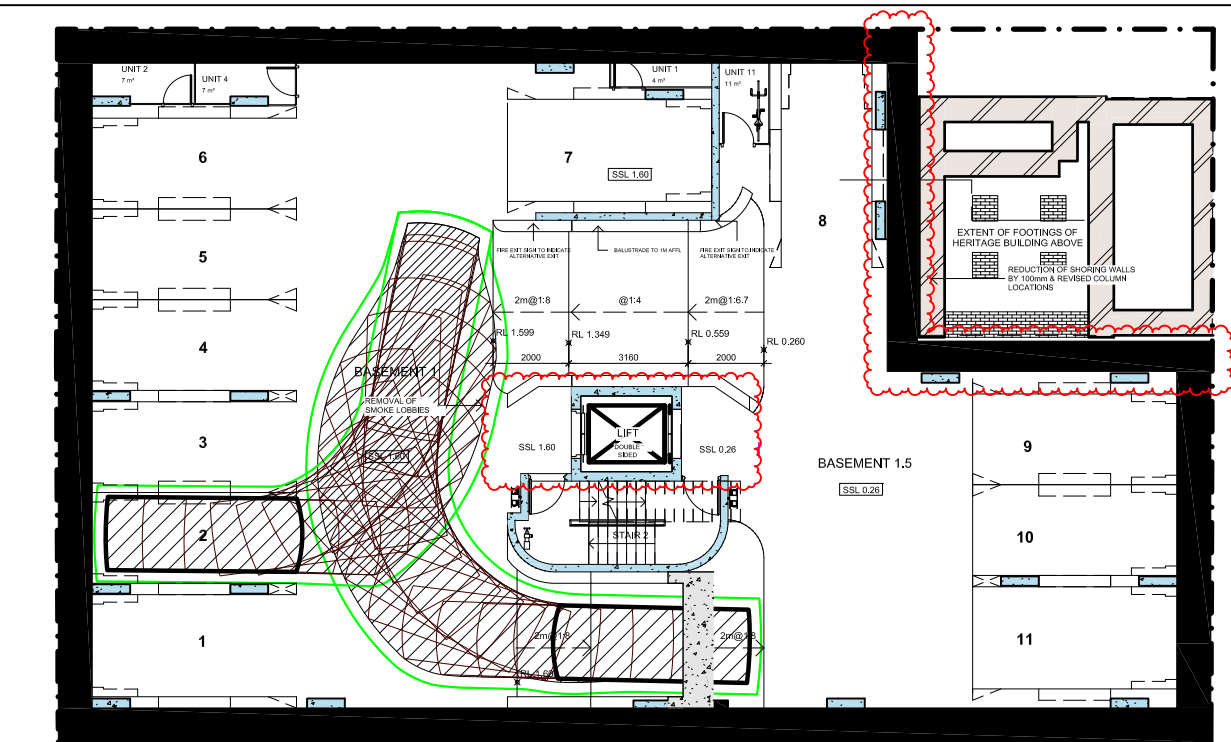
NOTE

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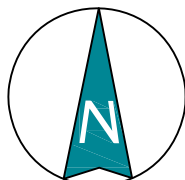
**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 1**

SP 1_99th



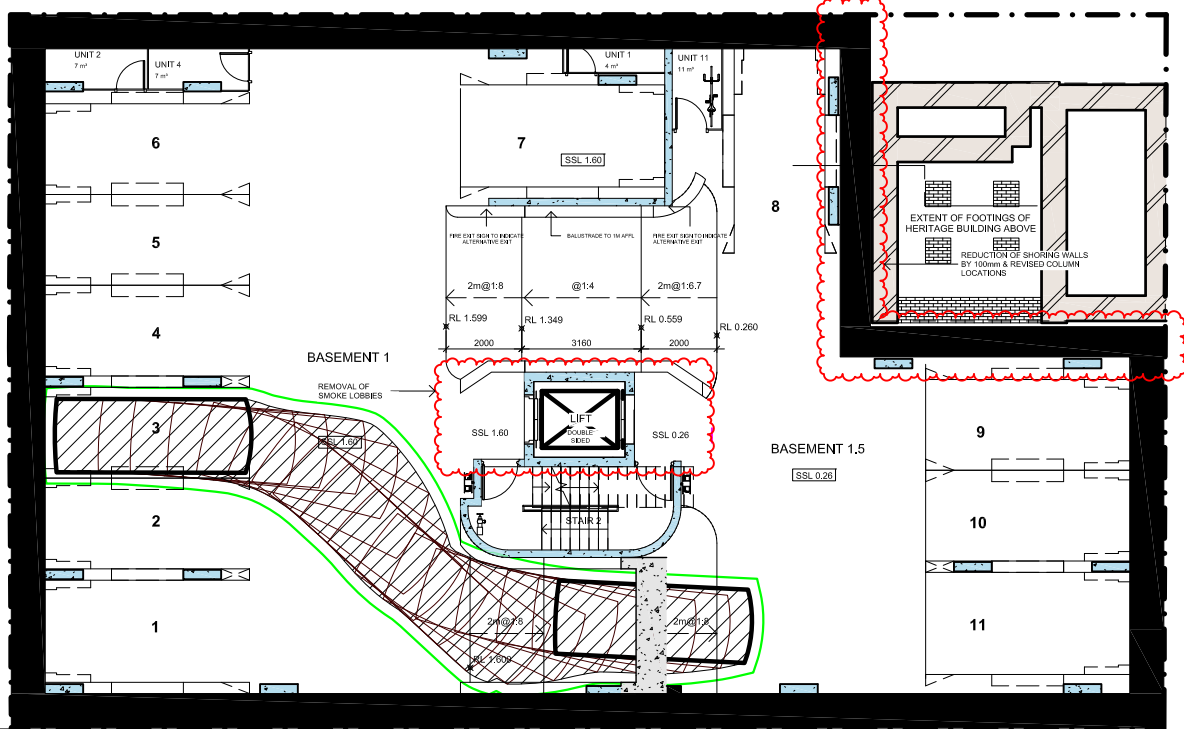
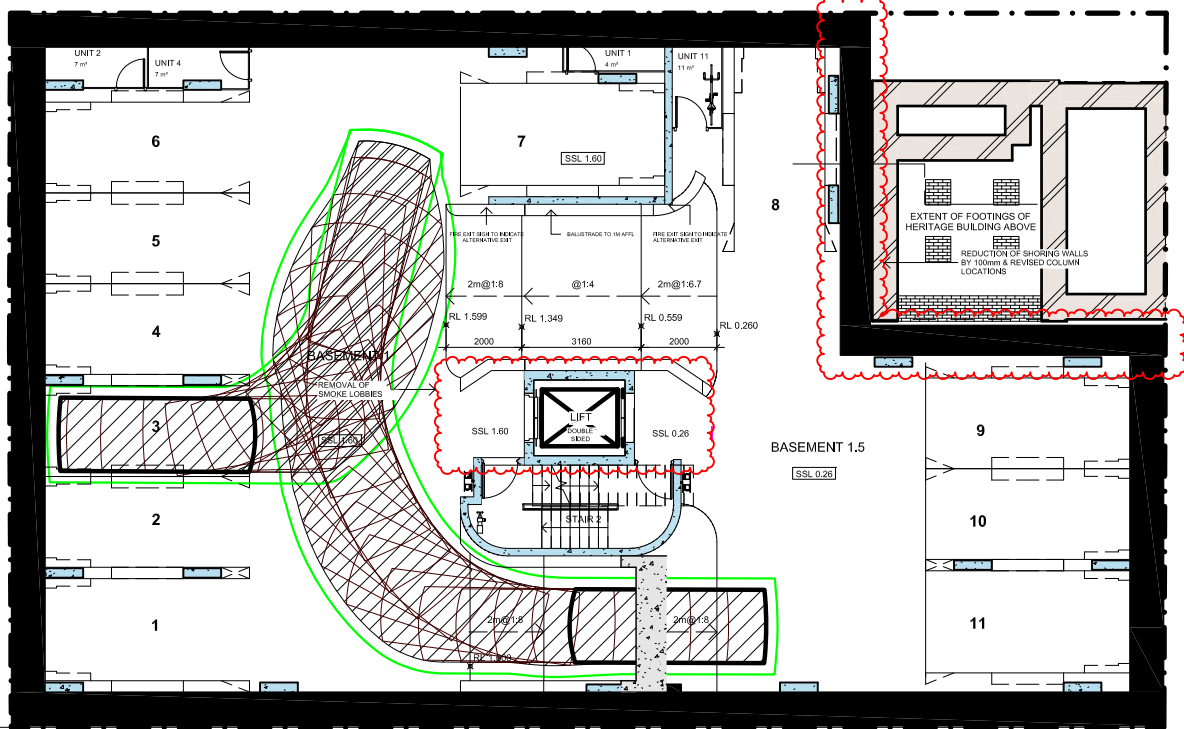
NOTE

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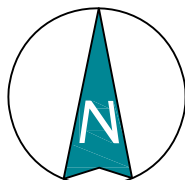
**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 2**

SP 2_99th



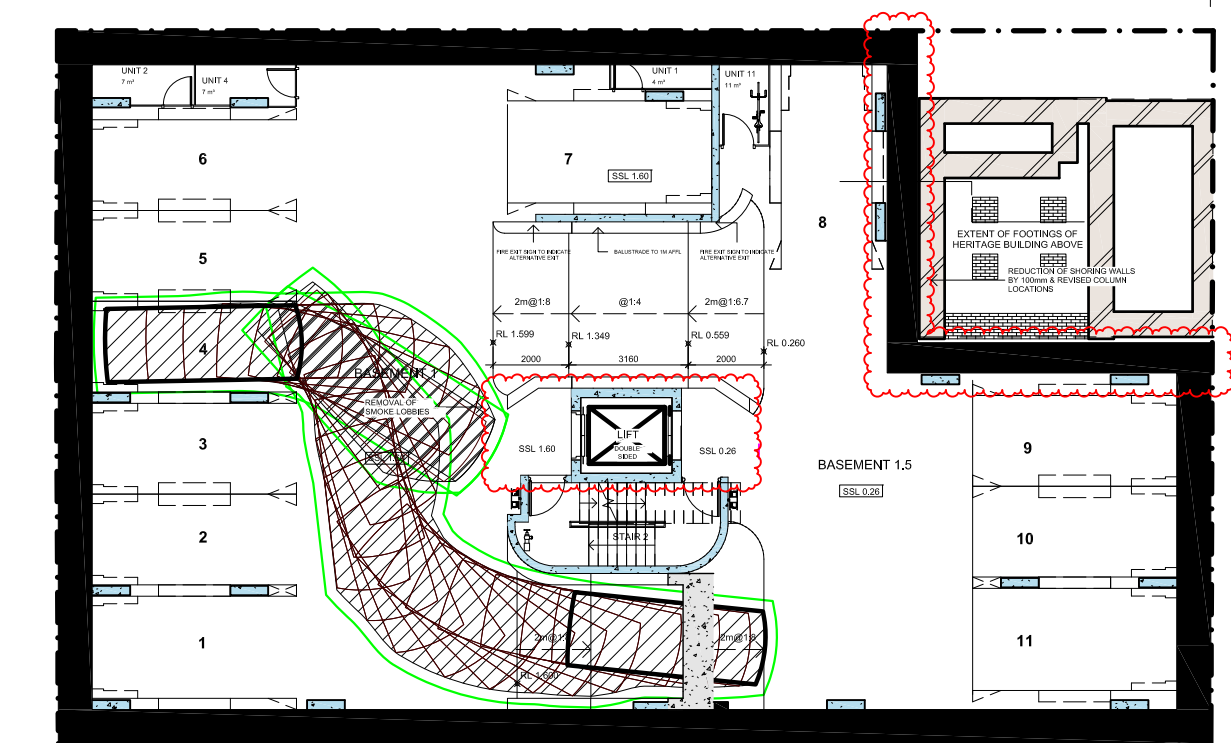
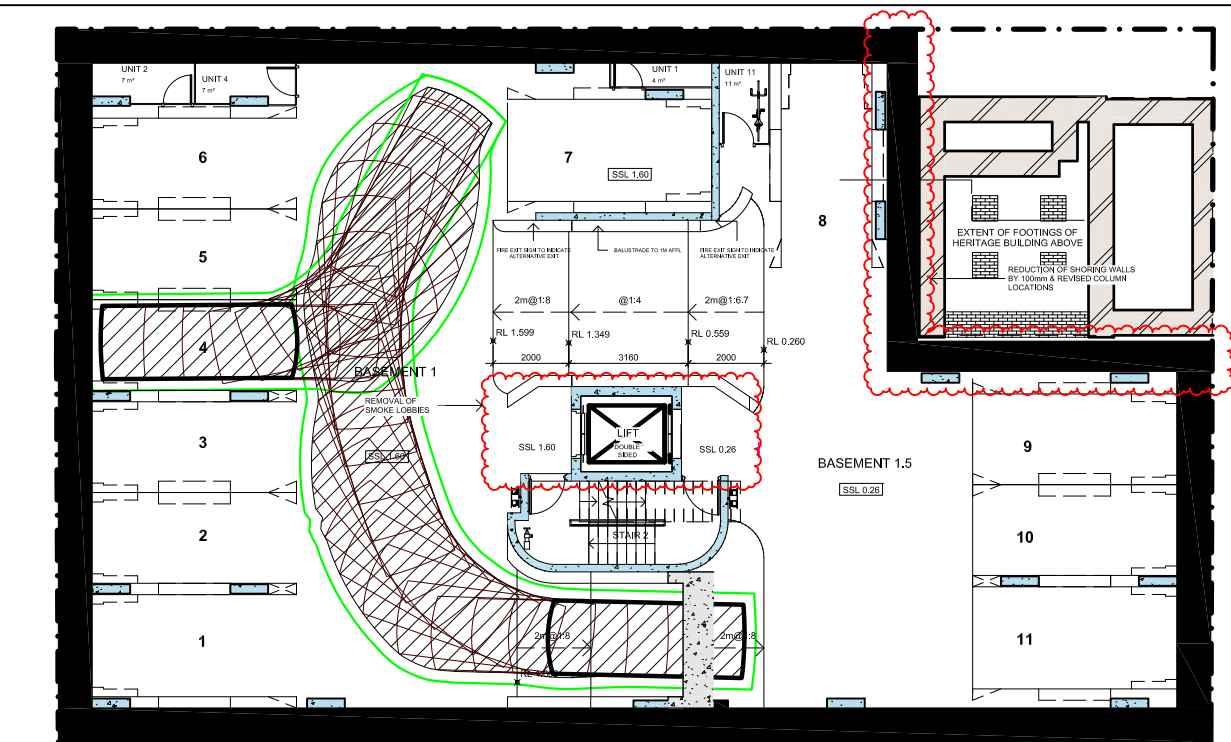
NOTE

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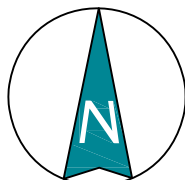
**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 3**

SP 3_99th



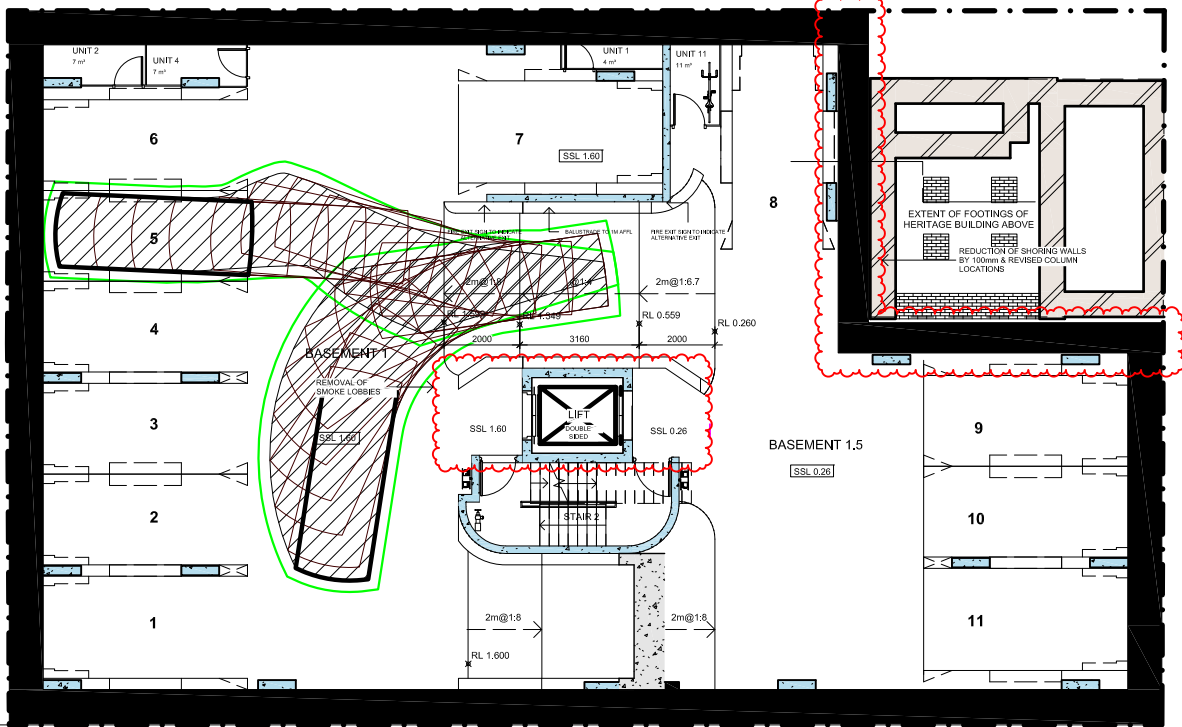
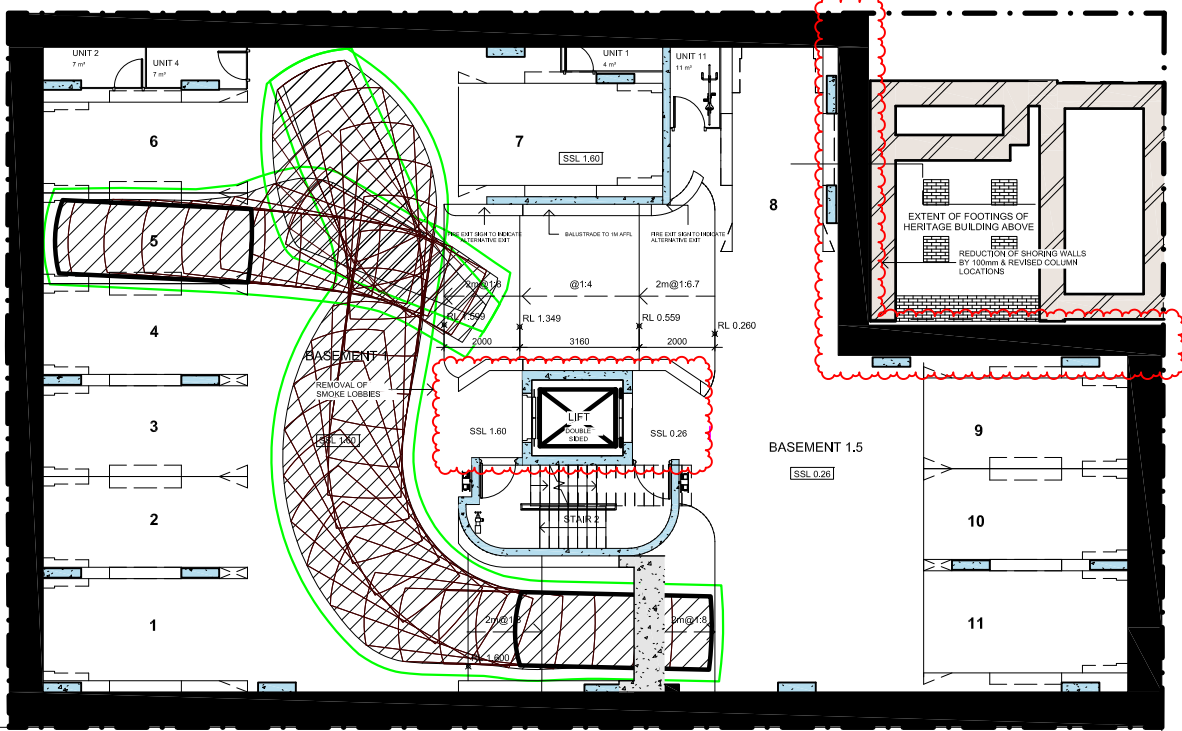
NOTE

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**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 4**

SP 4_99th



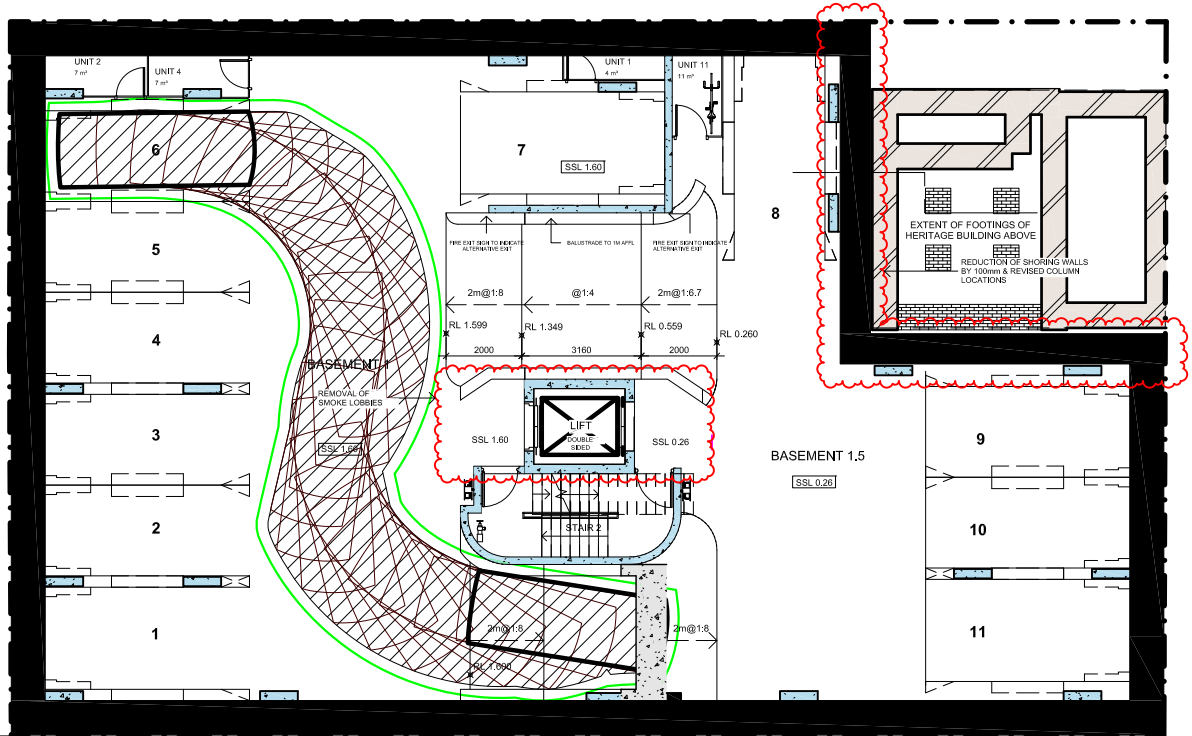
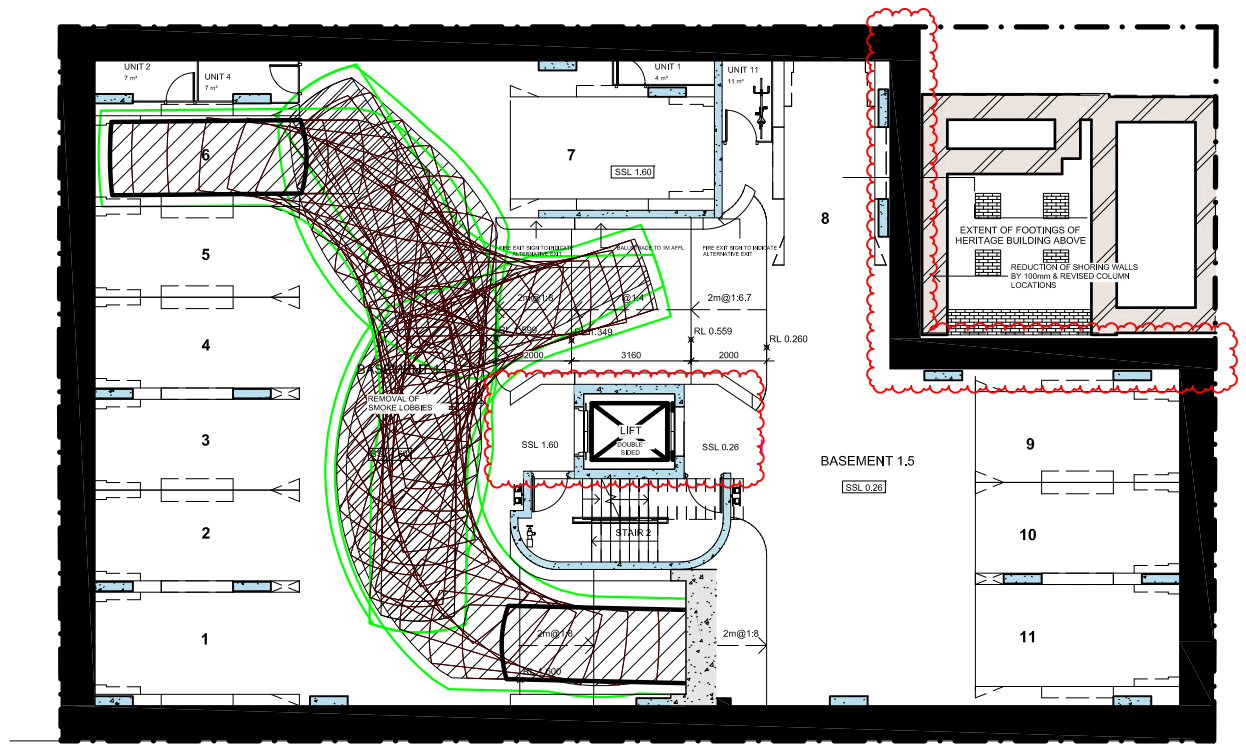
NOTE

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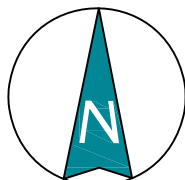
**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 5**

SP 5_99th



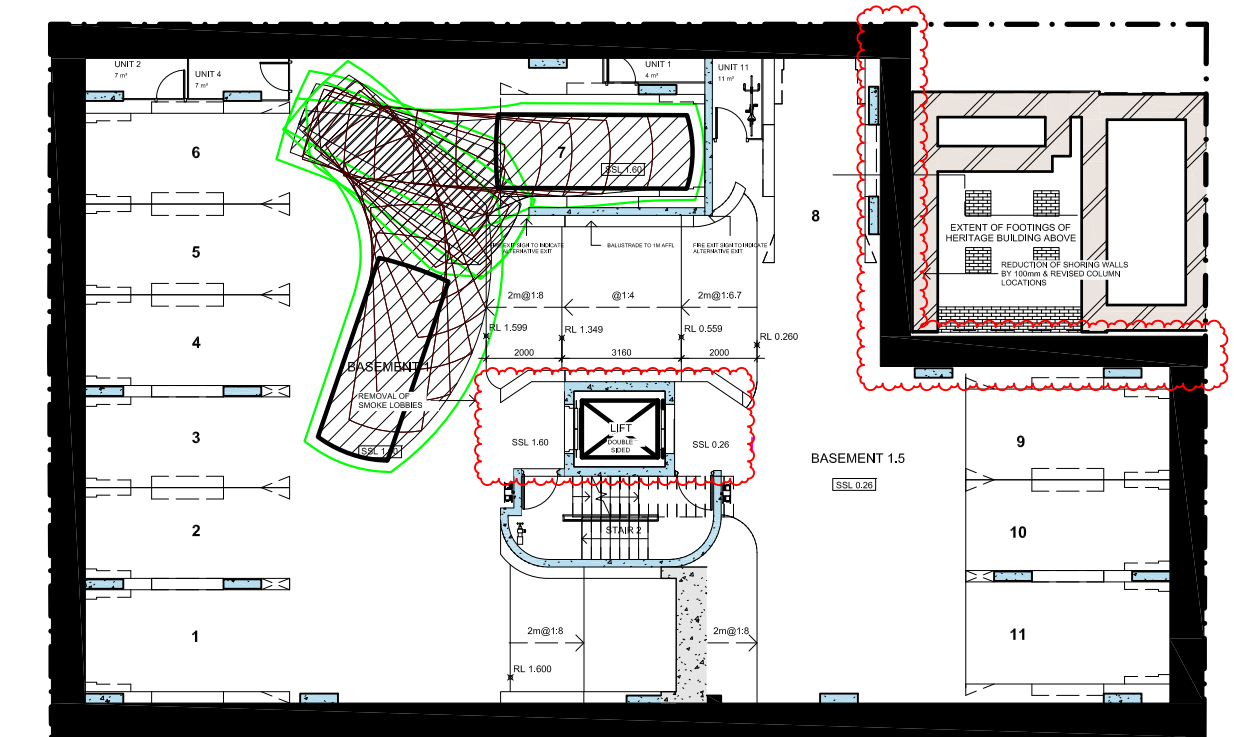
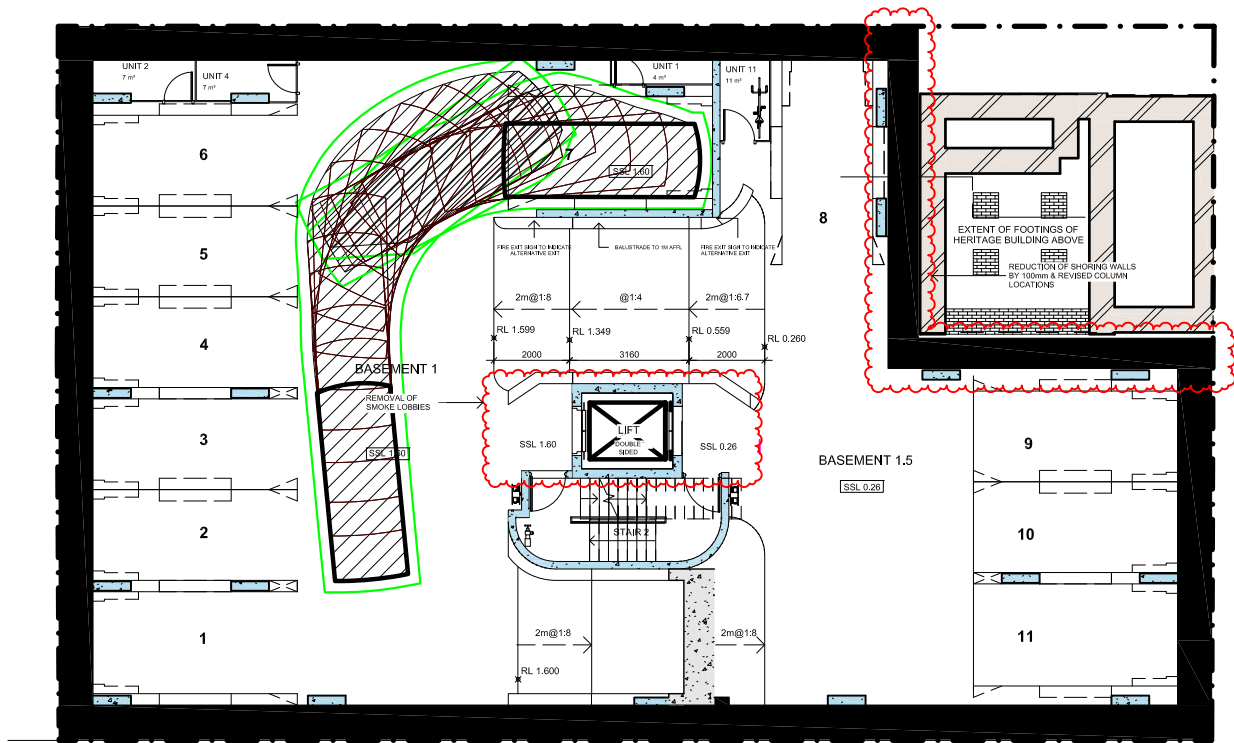
NOTE

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**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 6**

SP 6_99th



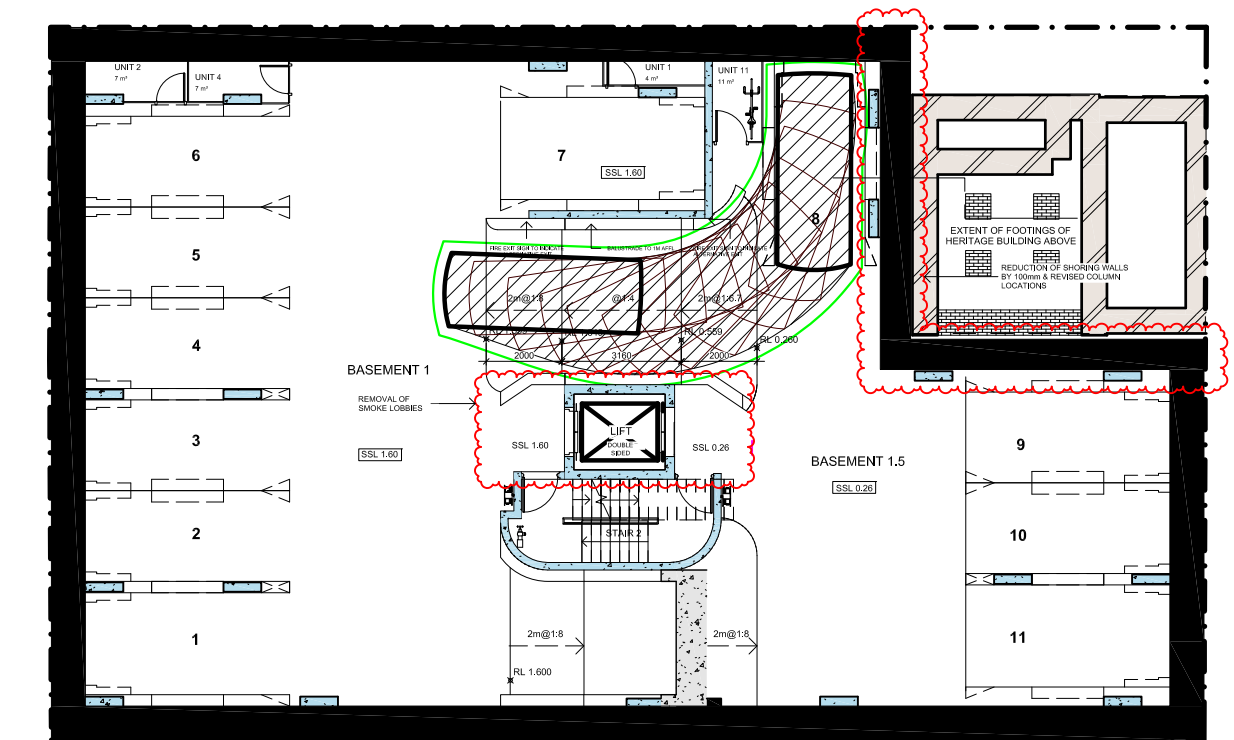
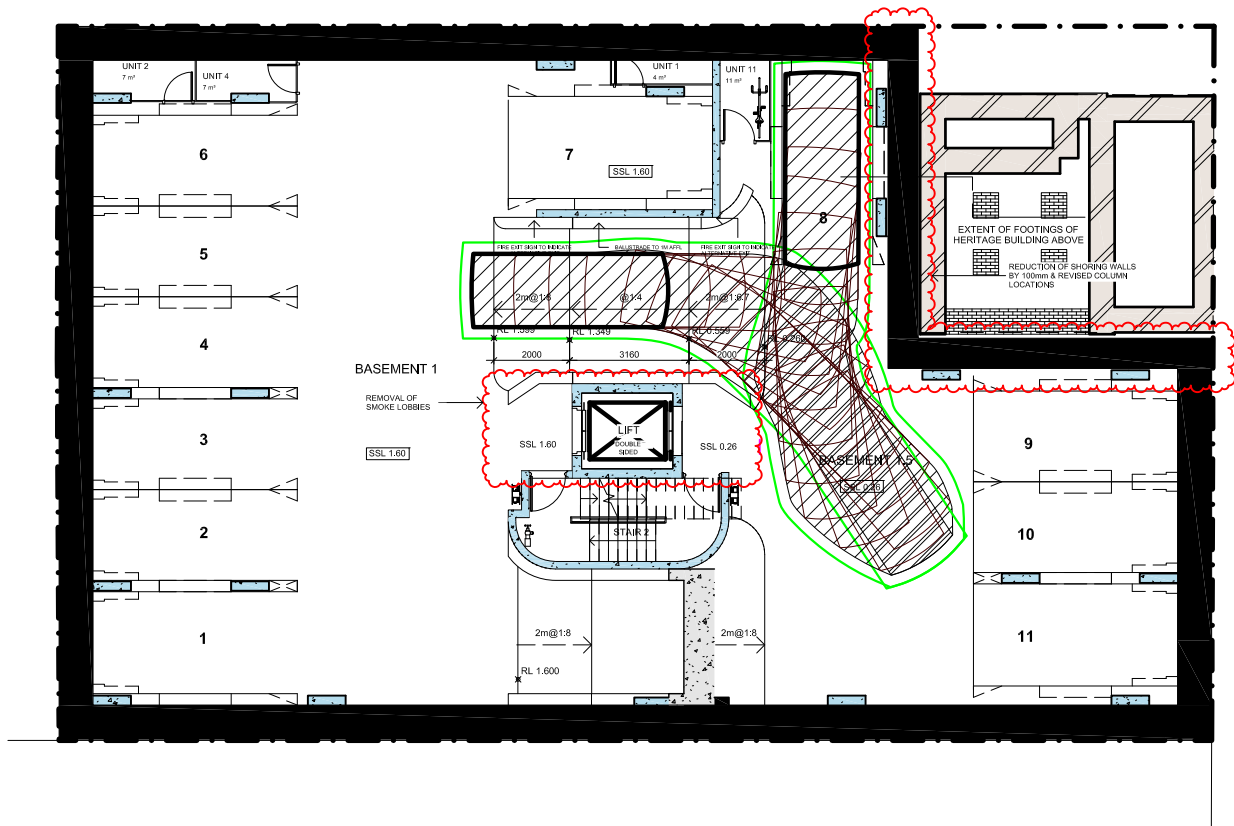
NOTE

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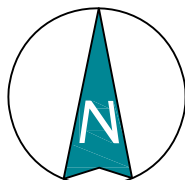
**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 7**

SP 7_99th



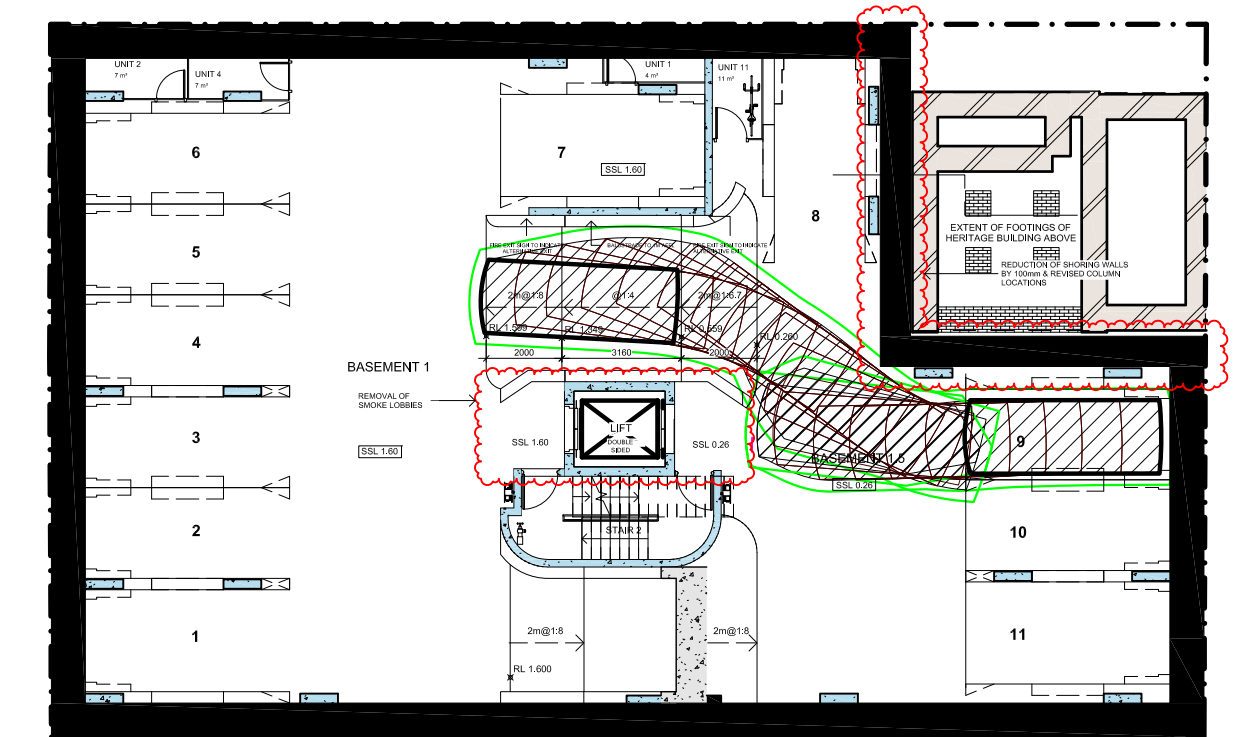
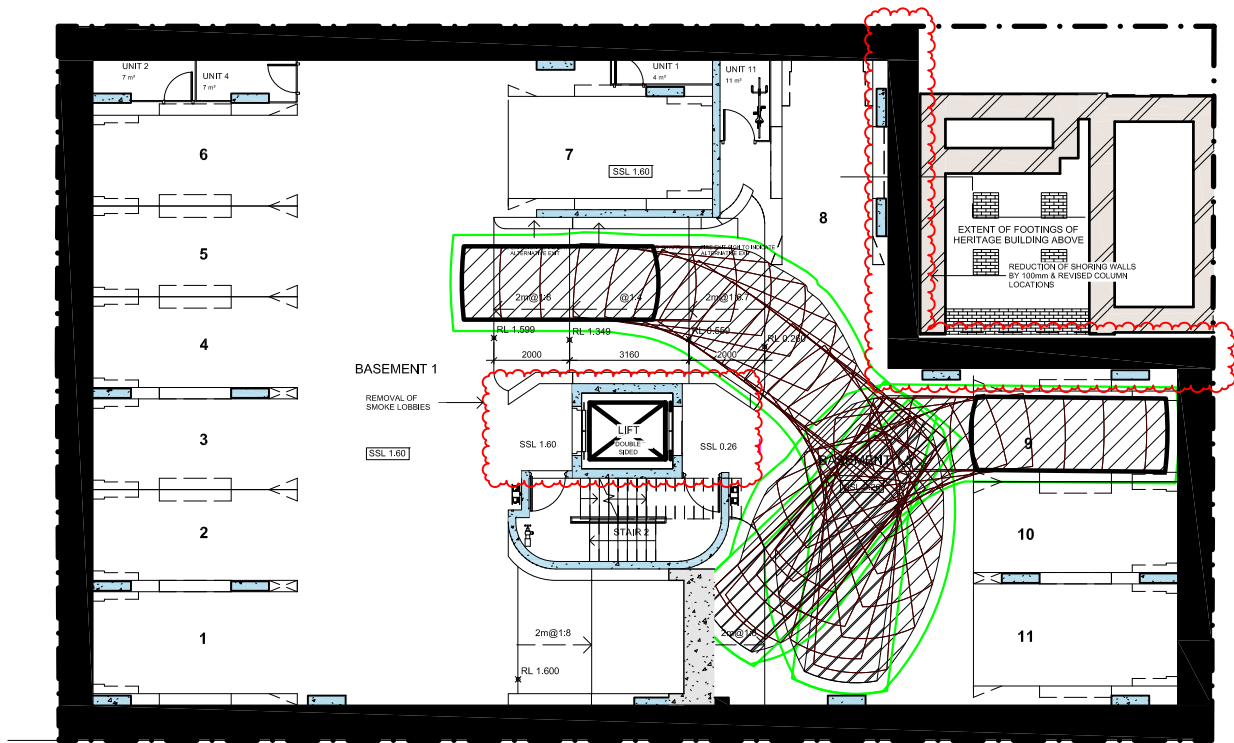
NOTE

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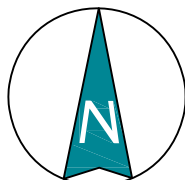
**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 8**

SP 8_99th



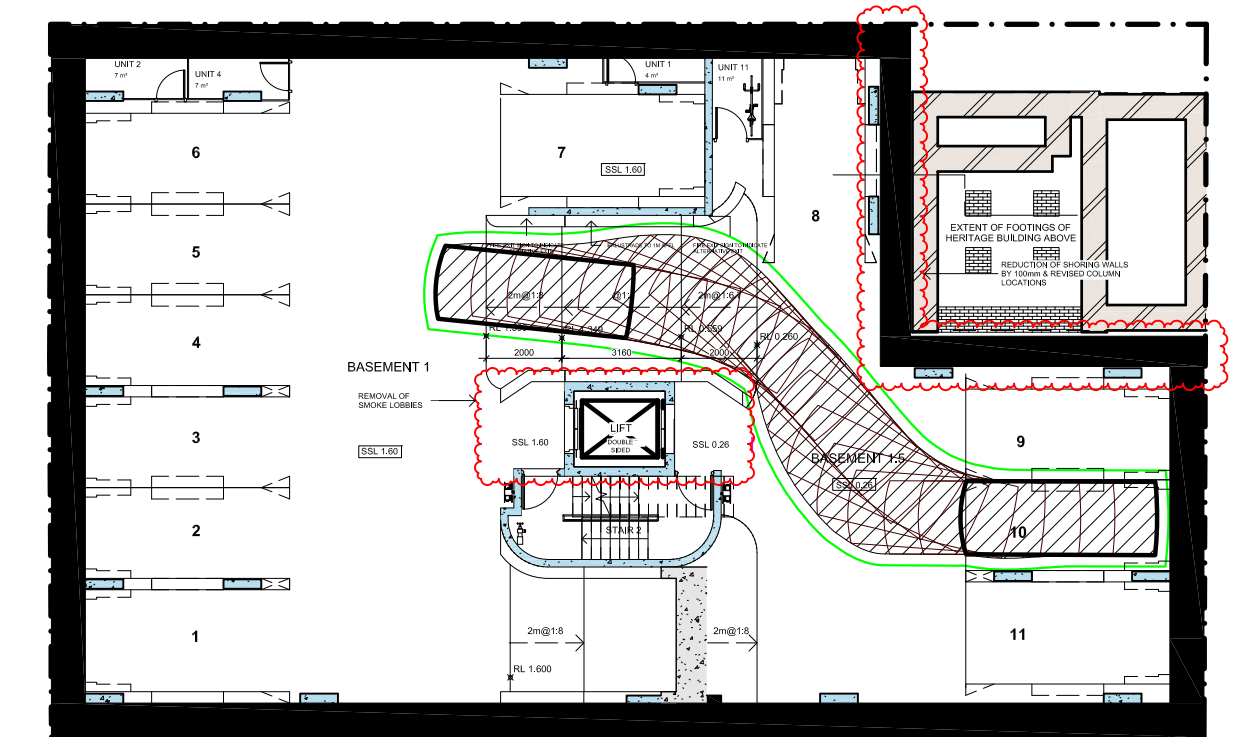
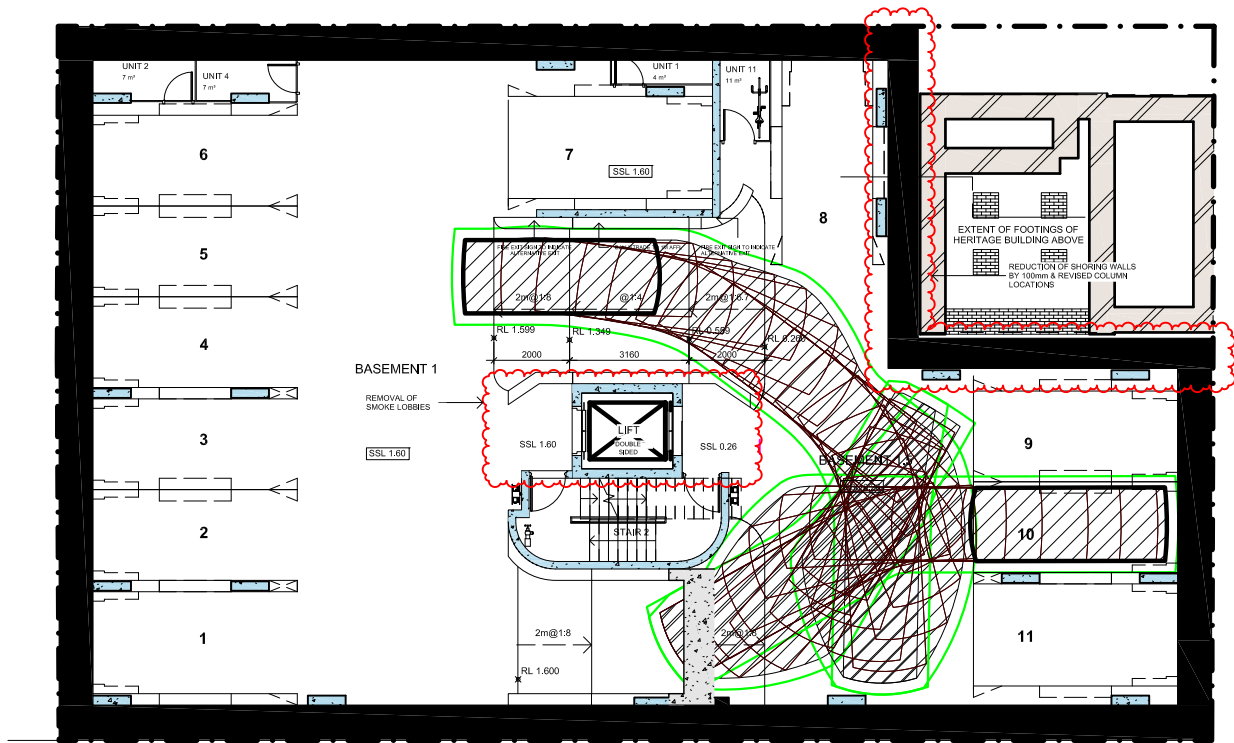
NOTE

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**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 9
(NOT ABLE TO ACCESS)**

SP 9_99th



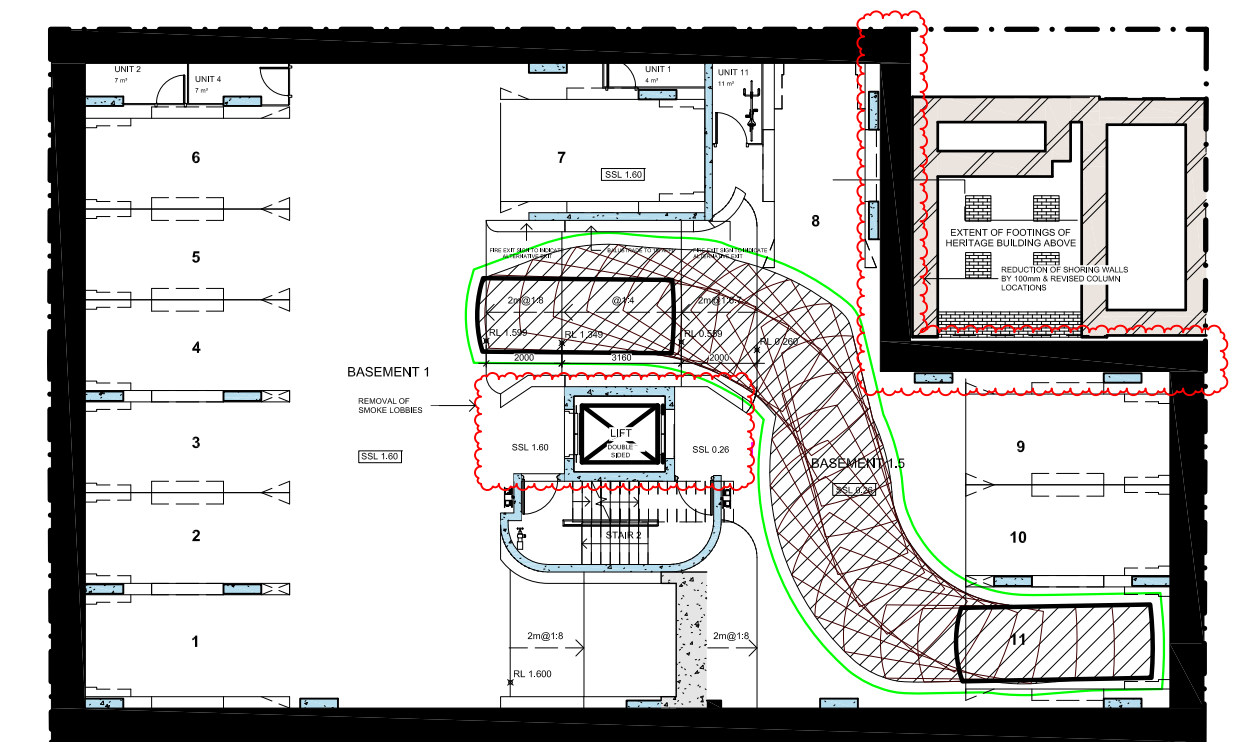
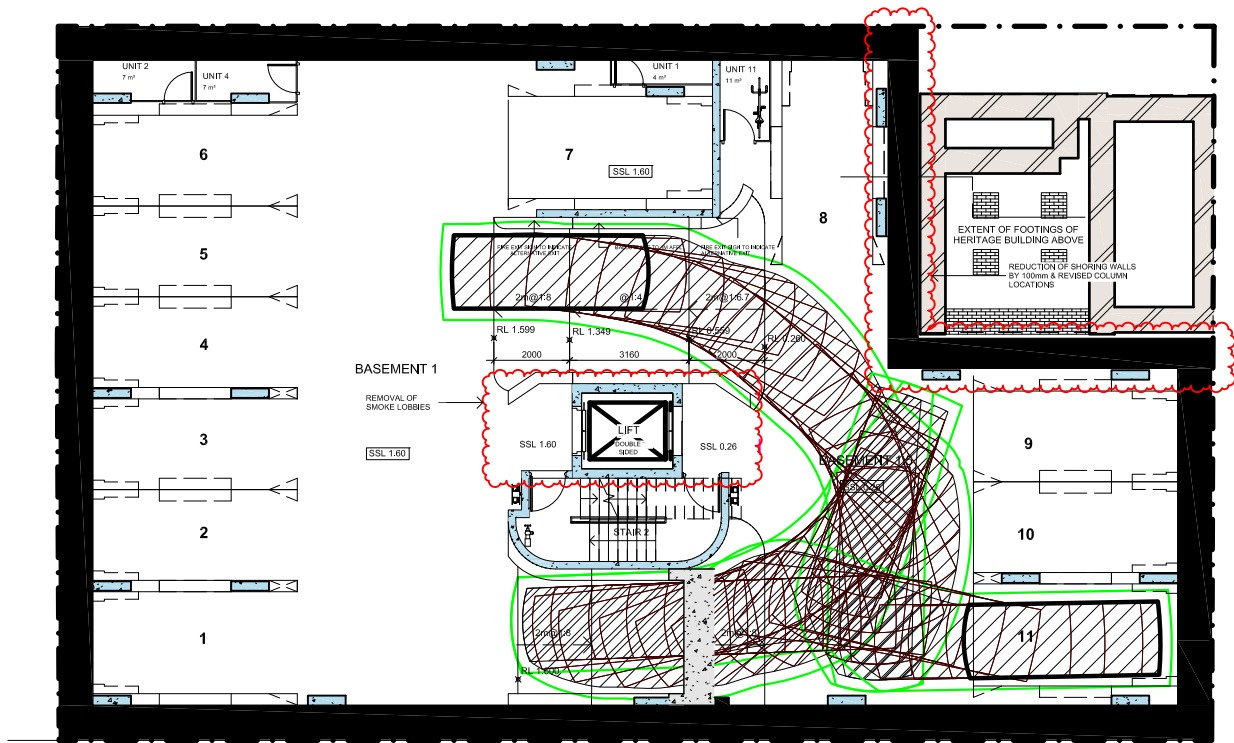
NOTE

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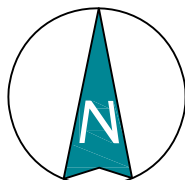
**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 10**

SP 10_99th



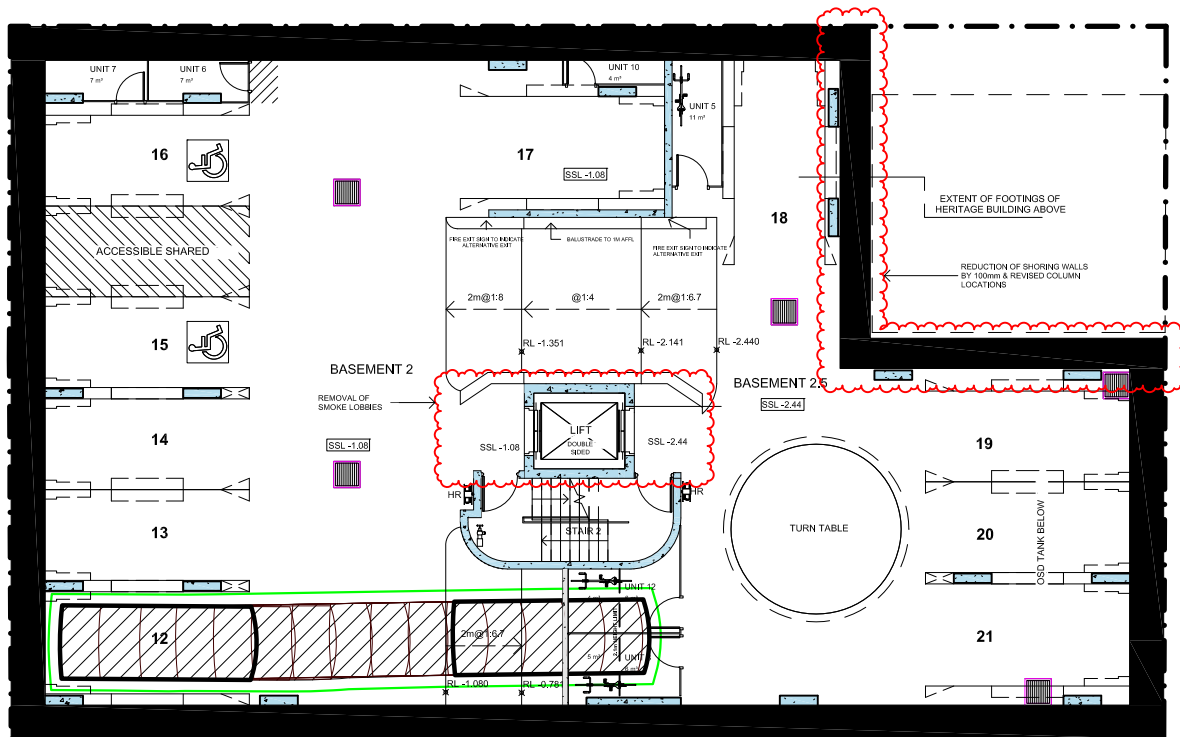
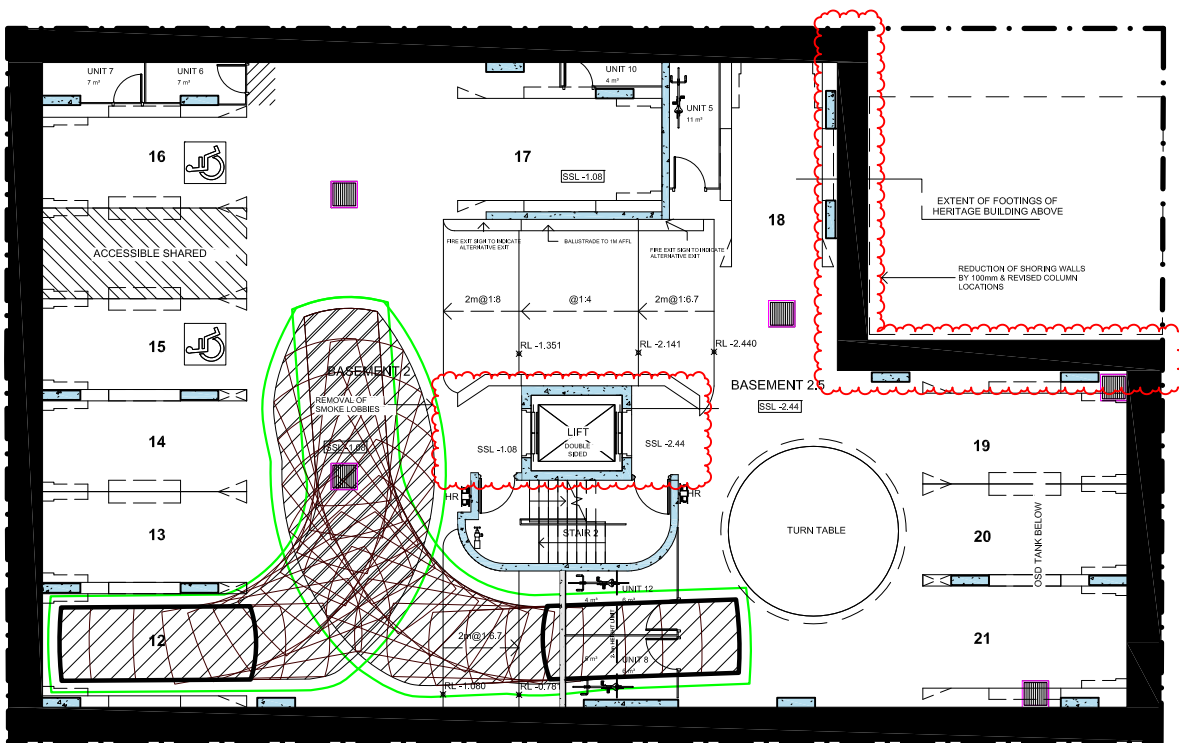
NOTE

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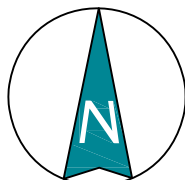
**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 11**

SP 11_99th



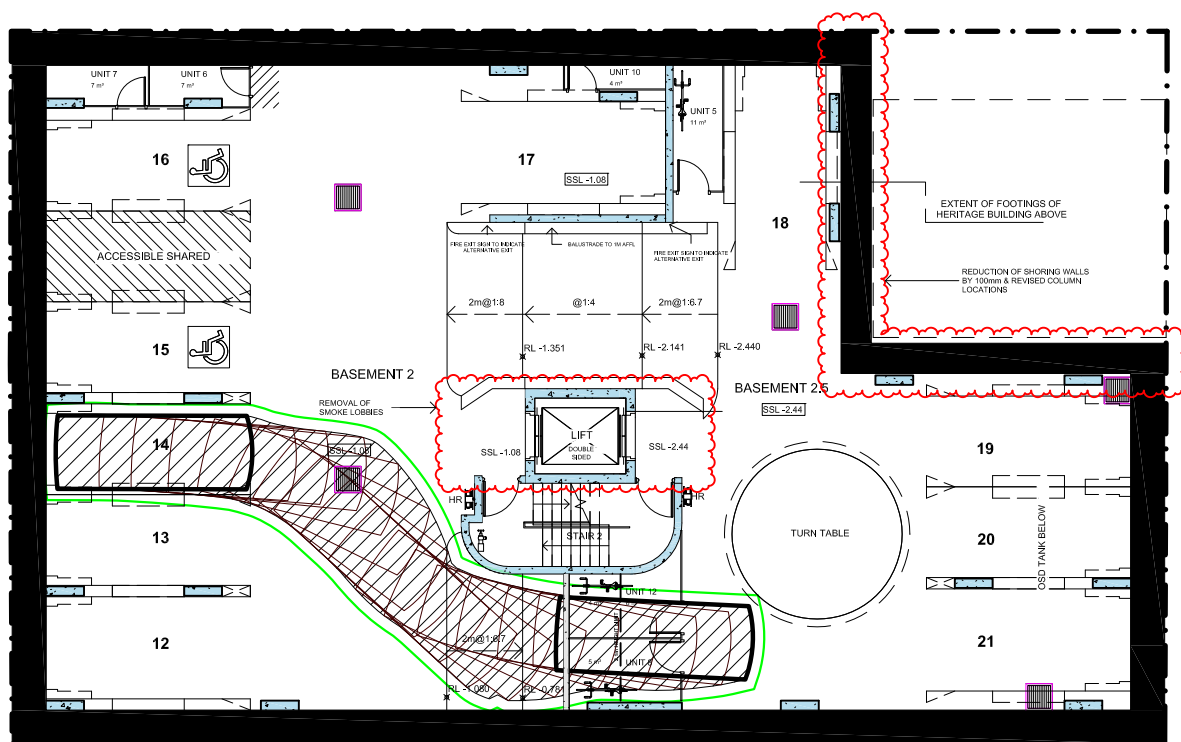
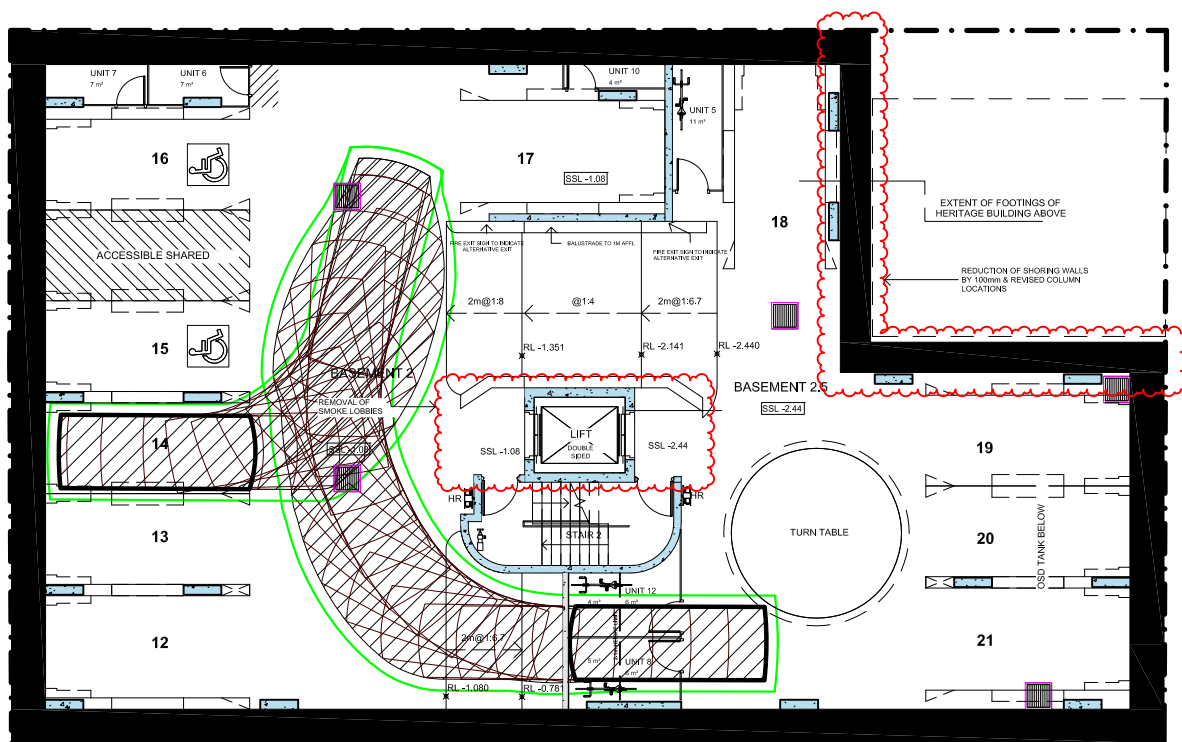
NOTE

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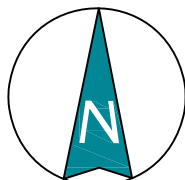
**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 12**

SP 12_99th



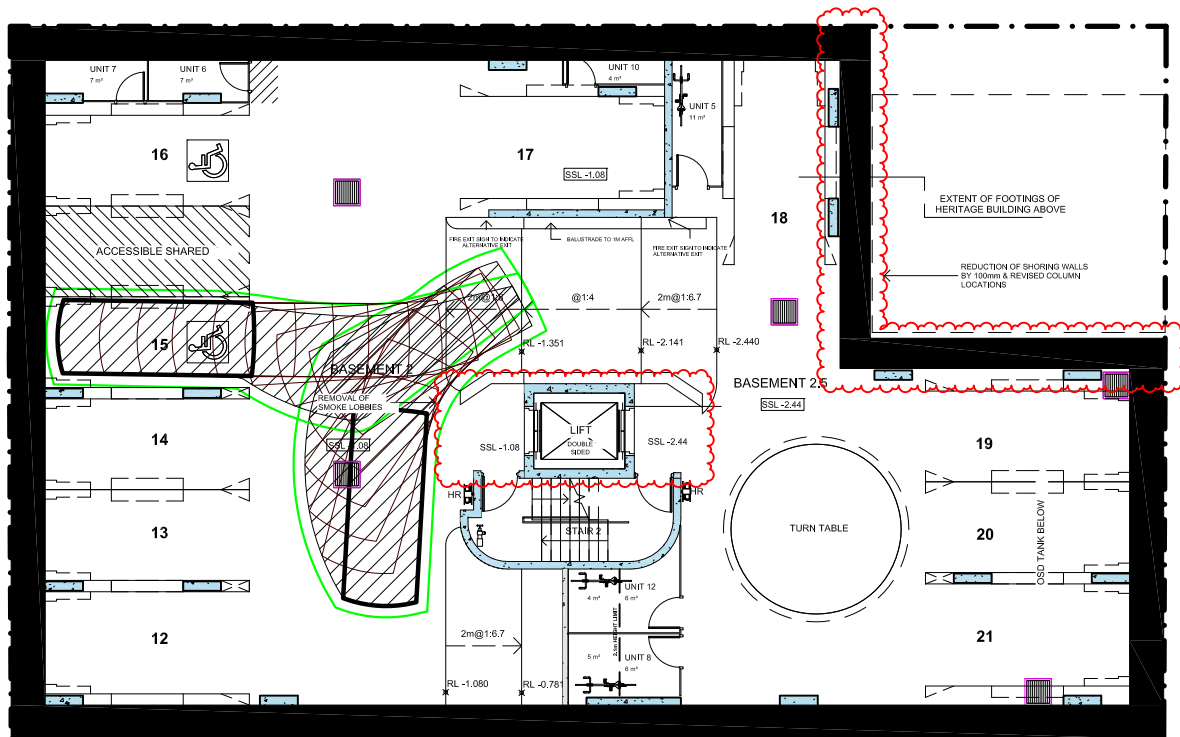
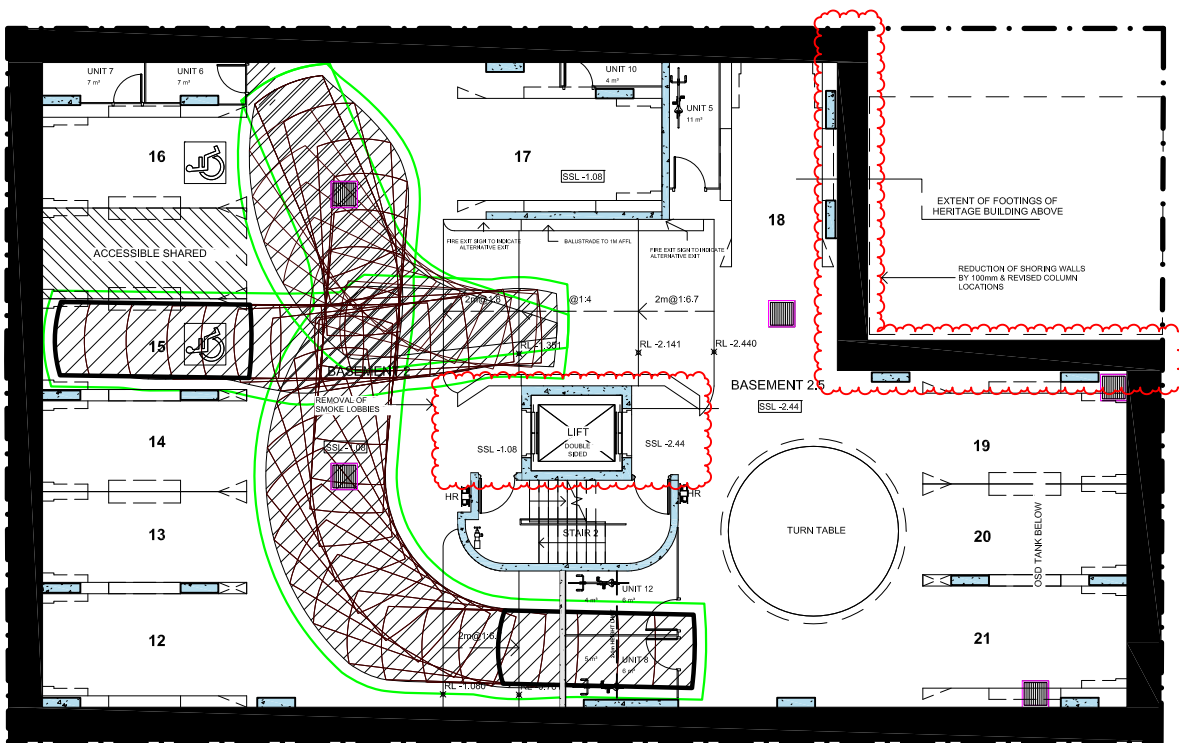
NOTE

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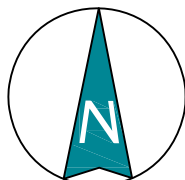
SWEPT PATH ANALYSIS OF A 99th PERCENTILE VEHICLE ACCESSING SPACE 14

SP 14_99th



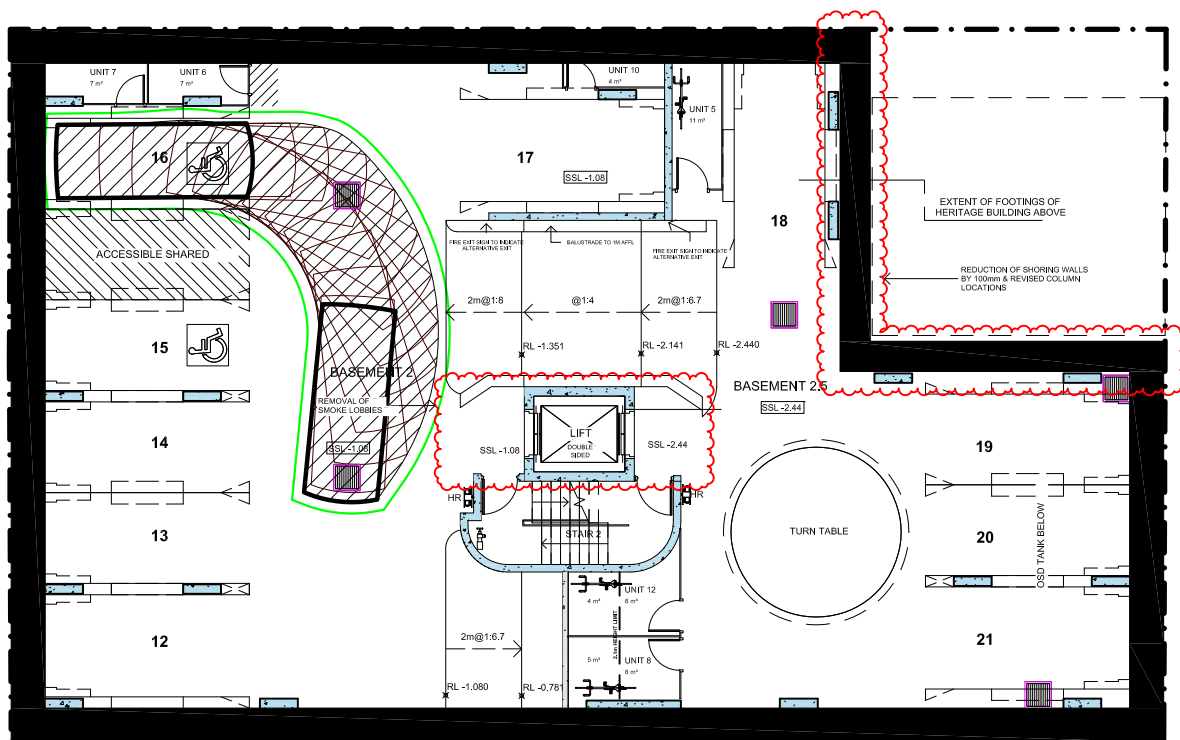
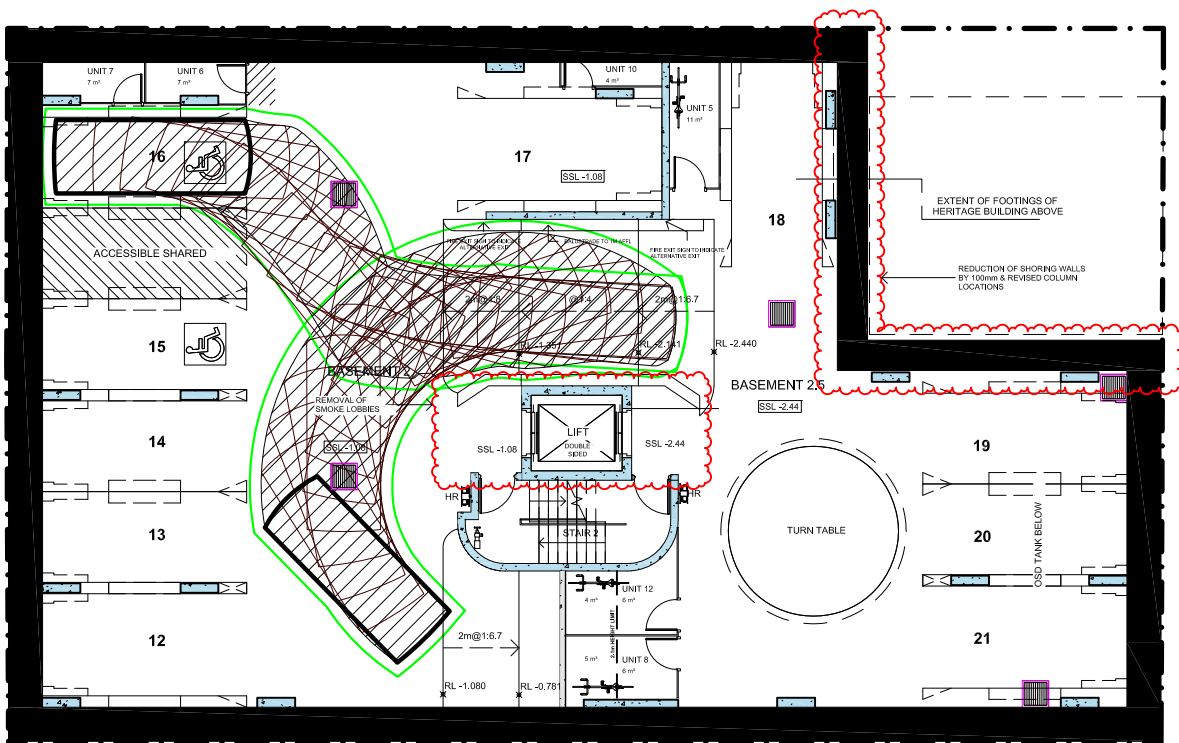
NOTE

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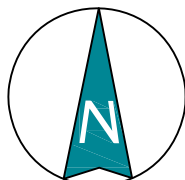
**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 15**

SP 15_99th



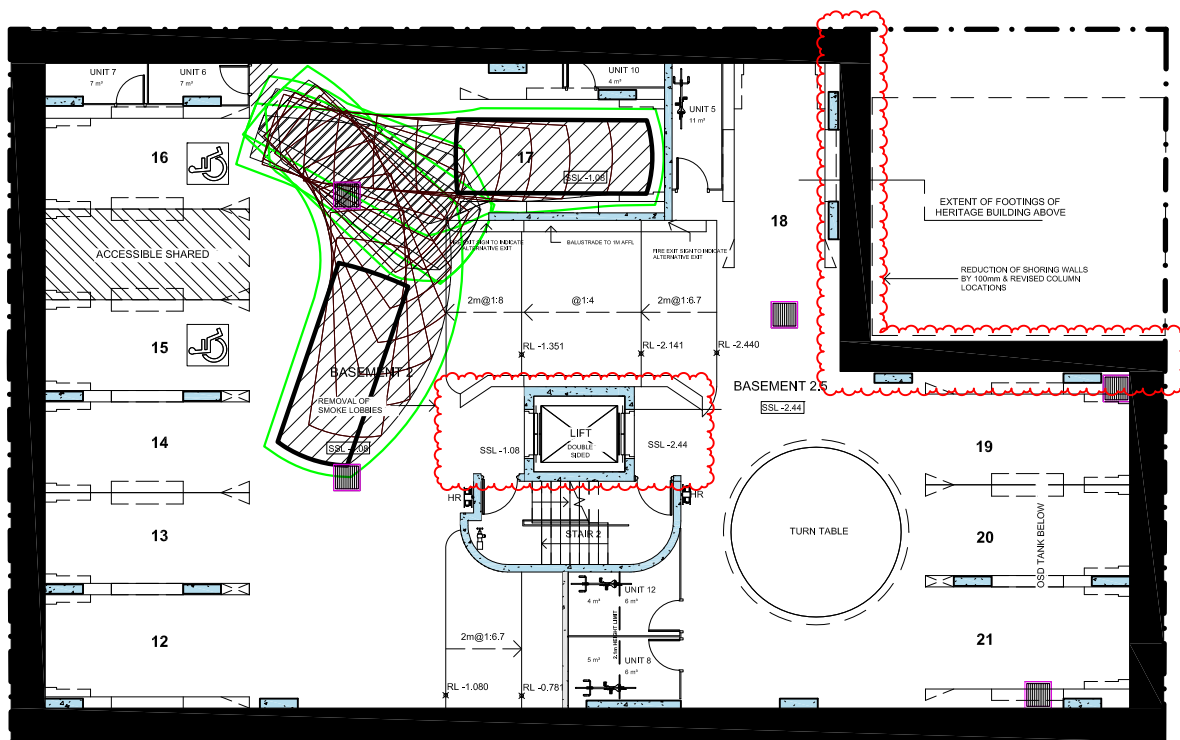
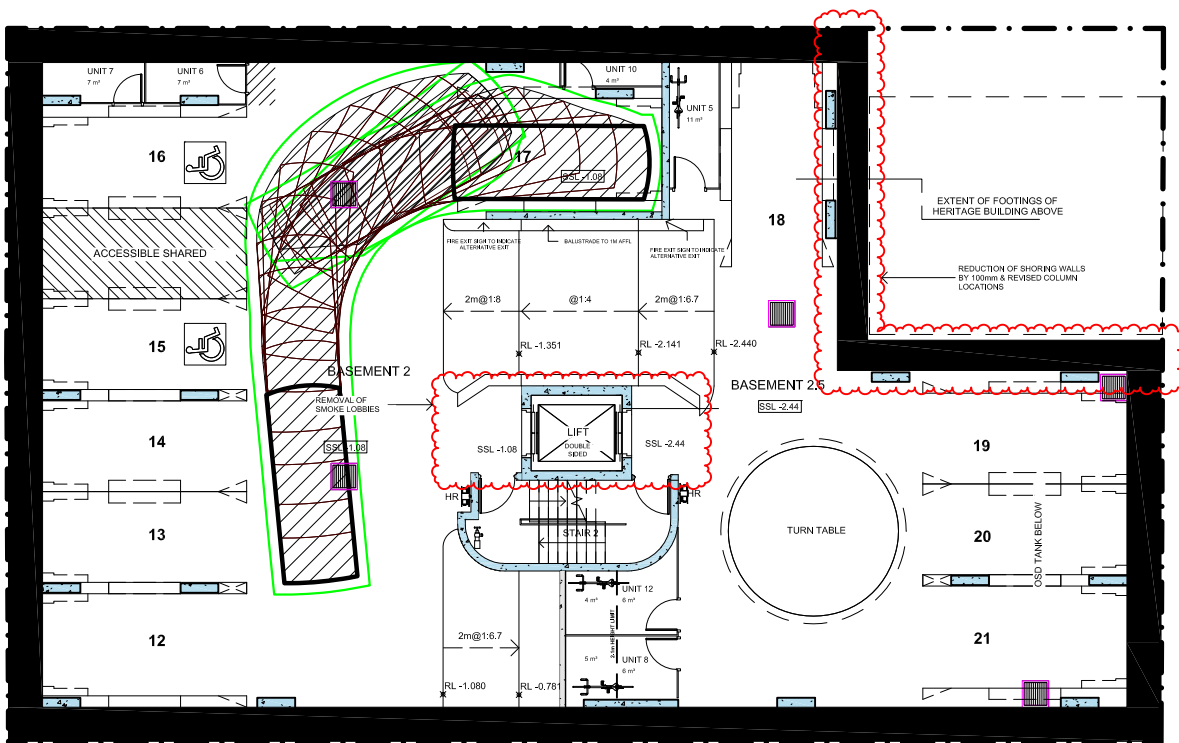
NOTE

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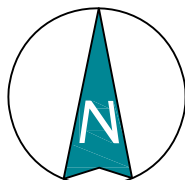
**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 16**

SP 16_99th



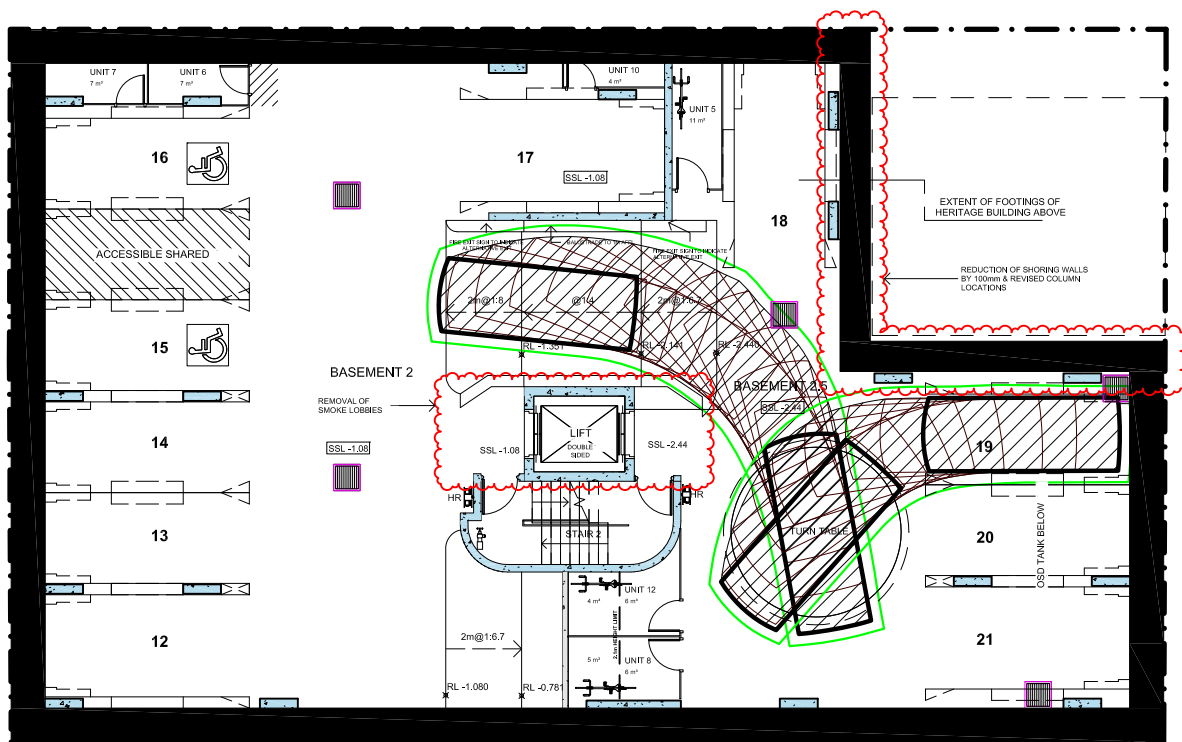
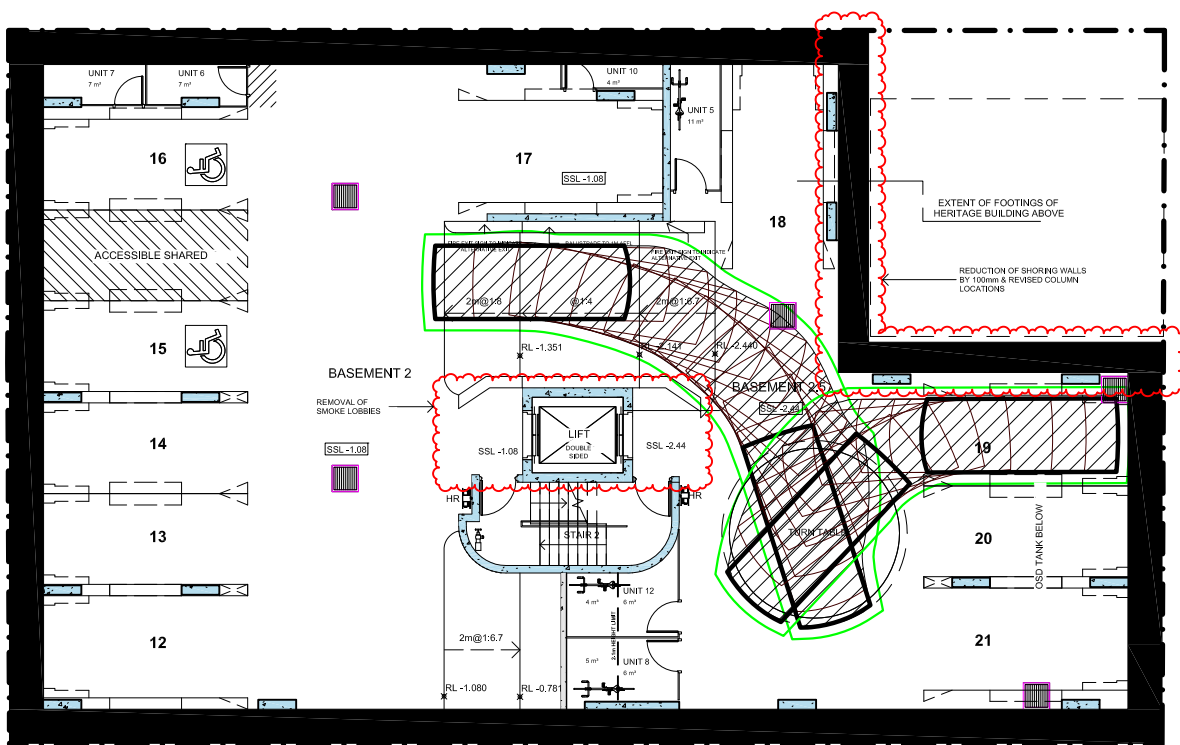
NOTE

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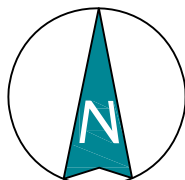
**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 17**

SP 17_99th



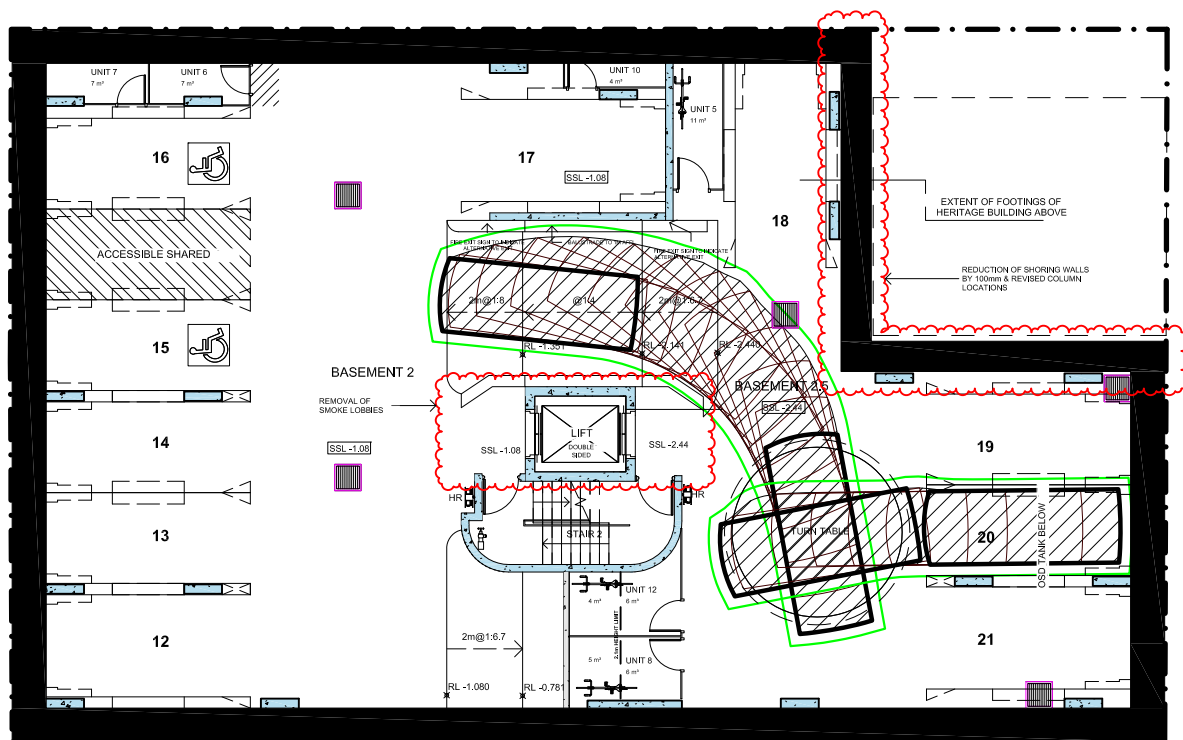
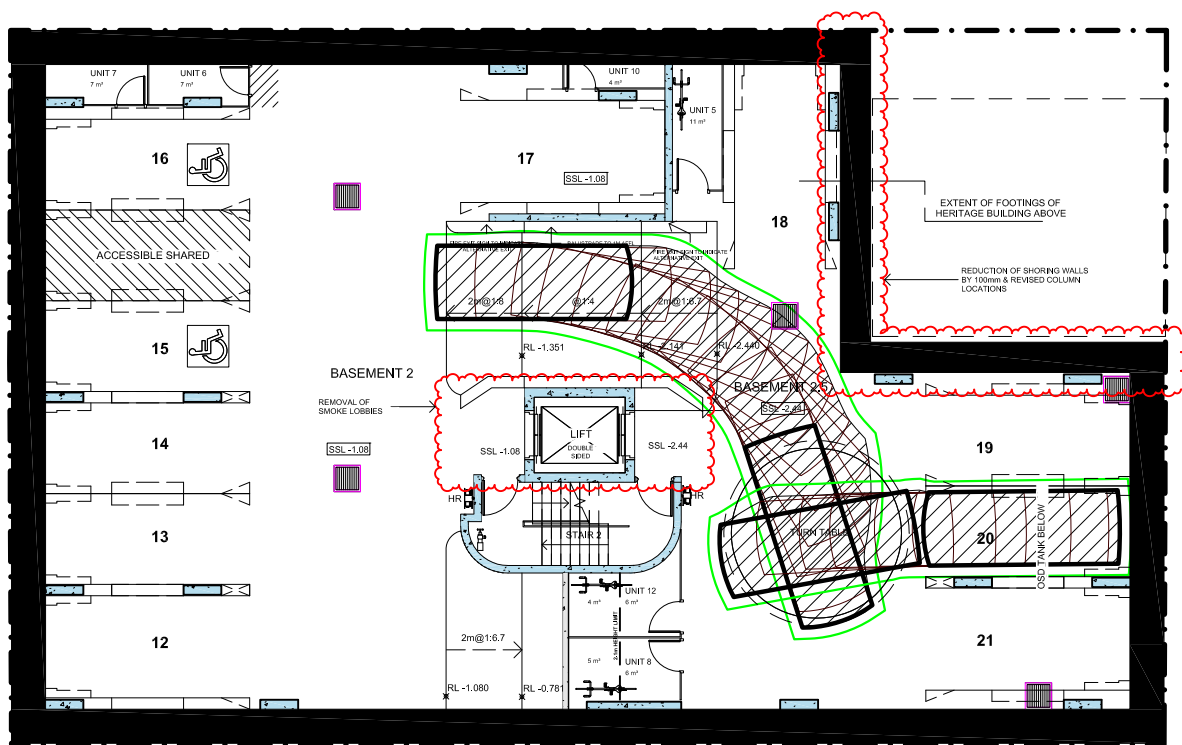
NOTE

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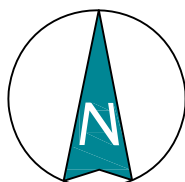
**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING SPACE 19**

SP 19_99th



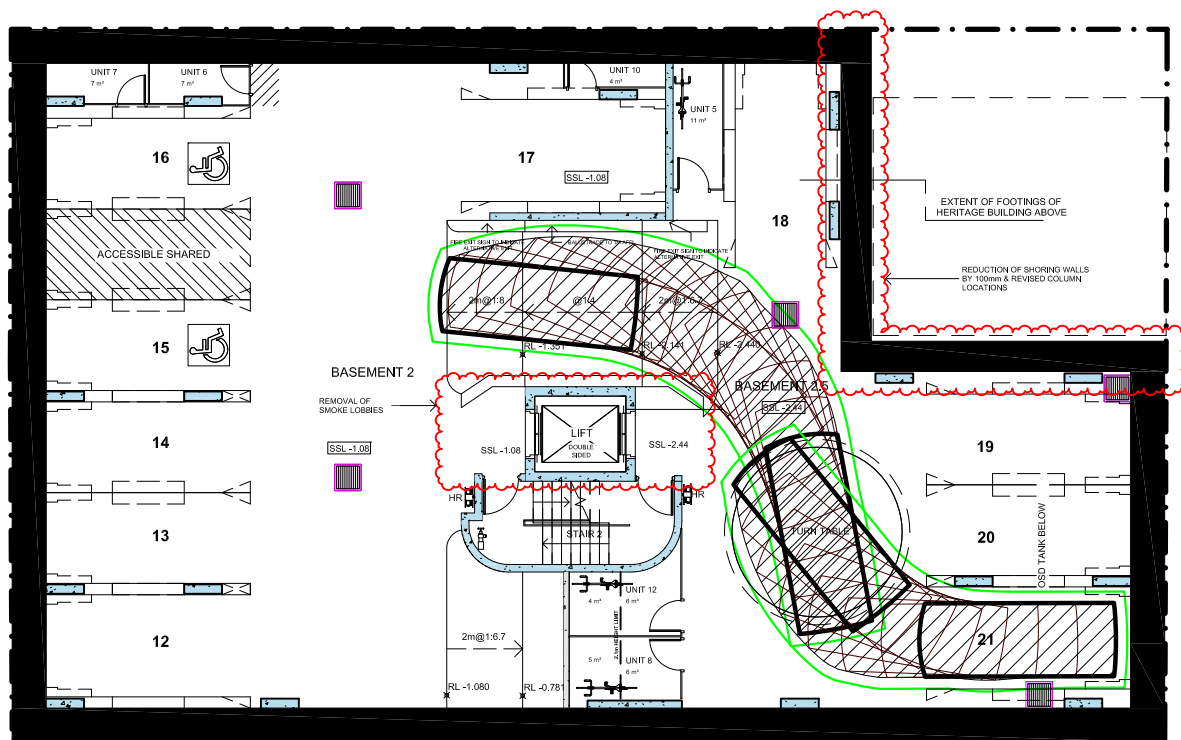
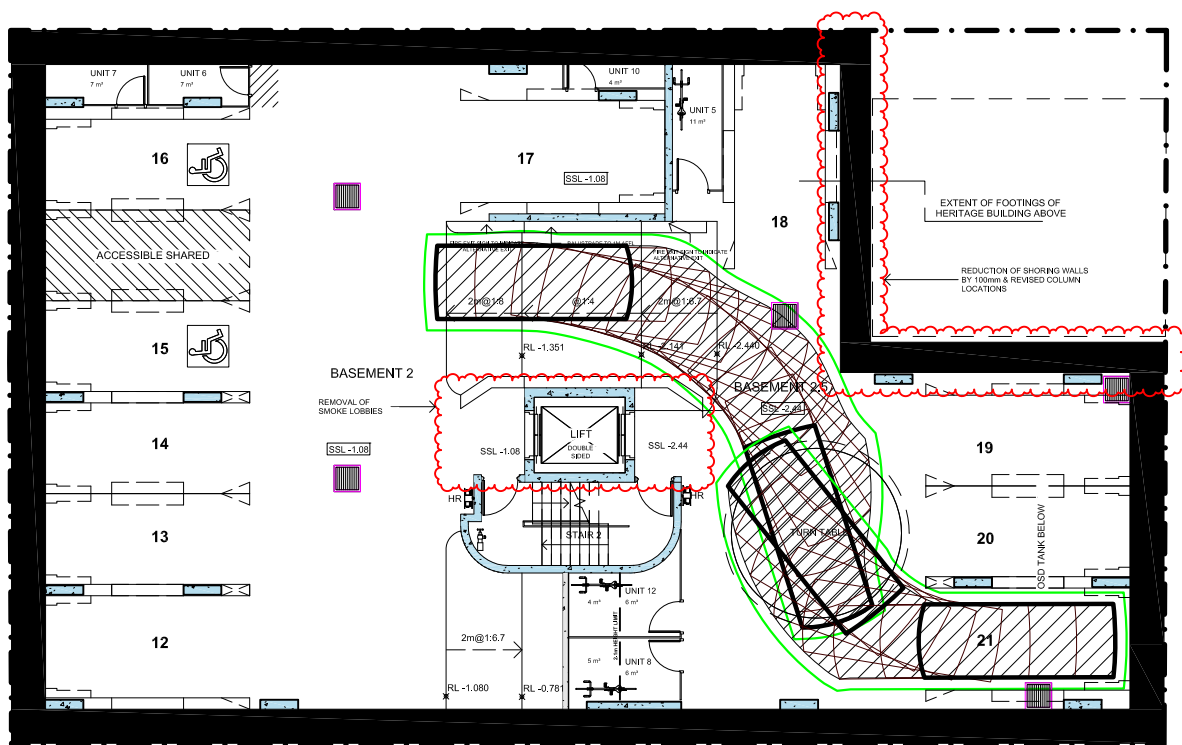
NOTE

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SWEPT PATH ANALYSIS OF A 99th PERCENTILE VEHICLE ACCESSING SPACE 20

SP 20_99th



SP 21_99th