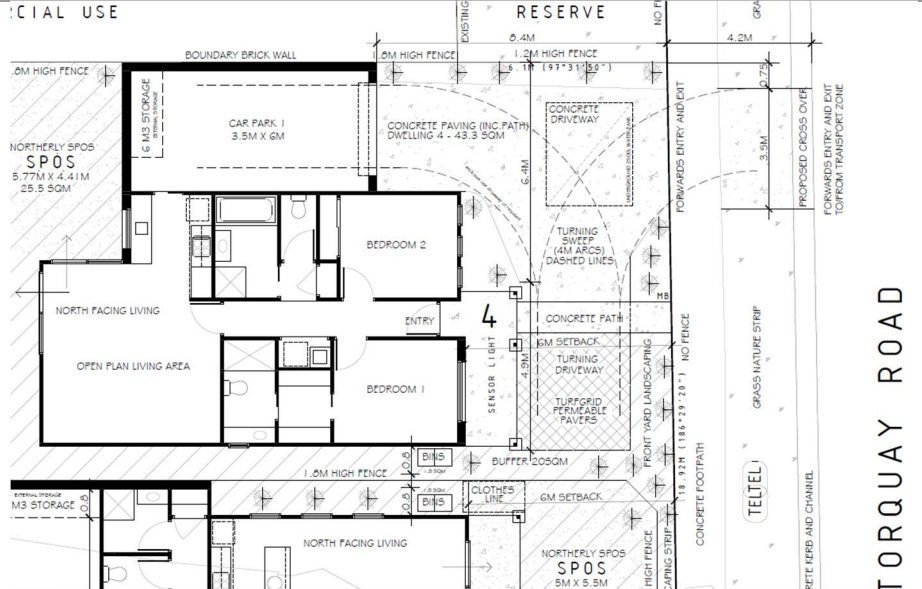
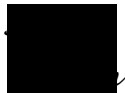
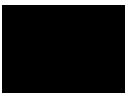


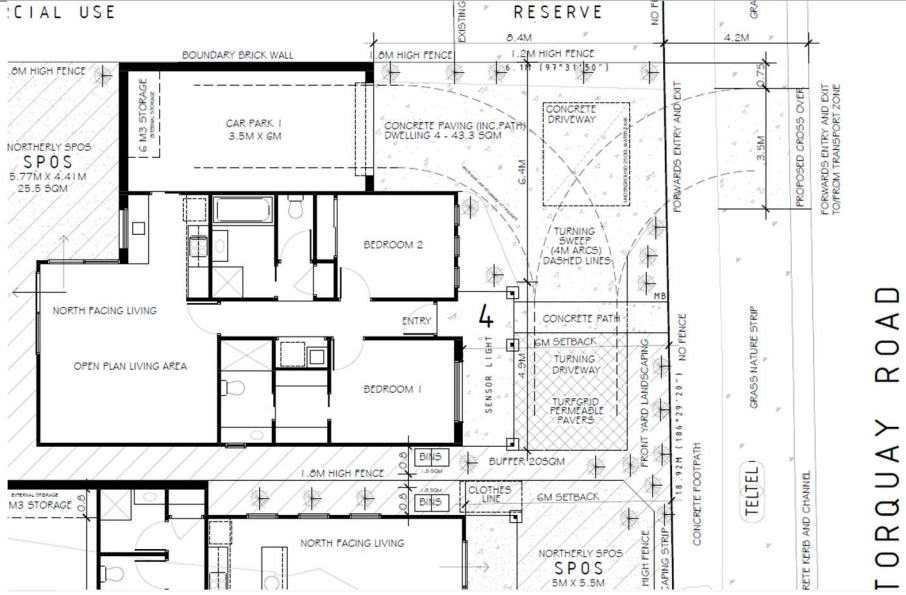
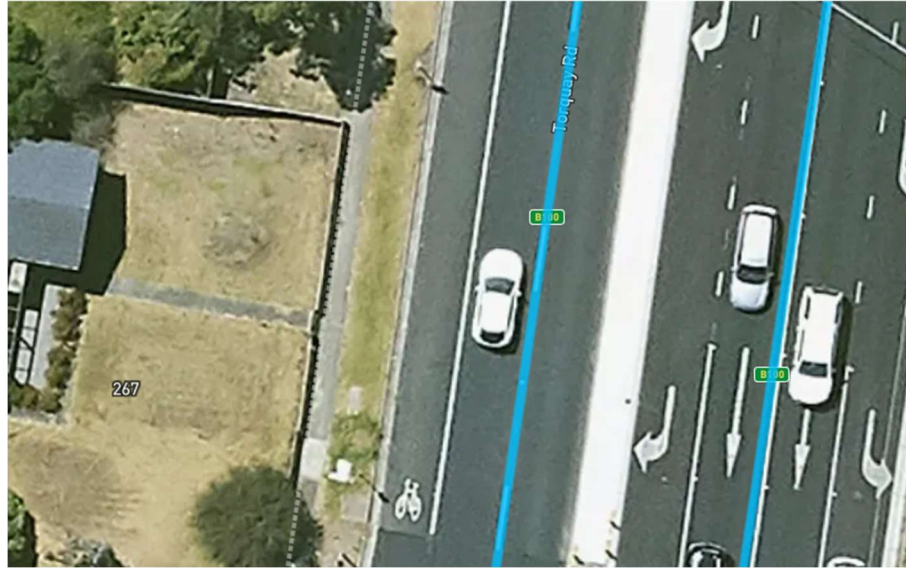
AUDIT FINDINGS & RECOMMENDATIONS

TABLE 1: AUDIT FINDINGS

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AUDIT RESULTS				PROJECT TEAM RESPONSE			RESPONSIBLE OFFICER SIGN OFF
Audit Finding Ref	Audit Finding (Risk/Hazard, Extent, Crash Type)	Risk Level	Recommendations	Acceptance Of Findings	Comments	Project Team Lead Endorsement	
Access Point - Dwelling 4	The proposed crossover serving Dwelling 4 is located approximately 25 m north of the north-western tangent point of the intersection of Torquay Road and Felix Street. Given its proximity to the intersection, vehicles entering and exiting the site may conflict with vehicles undertaking turning movements at the intersection or continuing northbound on Torquay Road, particularly during peak turning demand conditions. In addition, vegetation within the site frontage has the potential to restrict available sight distance between vehicles exiting the development, vehicles travelling along Torquay Road, and vehicles turning left from Felix Street onto Torquay Road. Any reduction in visibility at this location may increase the potential for vehicle conflict.	Likelihood: Unlikely Severity: Moderate Moderate Medium	Ensure that adequate sight distance is provided and maintained at the proposed Dwelling 4 crossover in accordance with relevant standards. Any vegetation, landscaping, fencing, or other obstructions within the vicinity of the access point should be removed, setback, or maintained to ensure unobstructed visibility for vehicles approaching along Torquay Road and for vehicles entering and exiting the site. (S)	Agree	Engaged Infra Traffic Engineers. Refer Infra Report 1/07/2026 attached No front fence proposed, low height landscaping proposed to front landscaping strip to street frontage. Refer Amended Planning Application Plans attached.		
Access Point - Dwelling 4		Likelihood: Unlikely Severity: Moderate Moderate Medium	The Dwelling 4 access and parking layout is to be improved, so far as is reasonably practicable, to ensure that vehicles can enter and exit the site in a forward direction under all reasonably foreseeable operating conditions, without reliance on behavioural or management controls. The on-site turning area is to be designed to accommodate a standard residential design	Agree	Engaged Infra Traffic Engineers. Refer Infra Report 1/07/2026 attached. The sweep paths have be designed to meet the		

			vehicle (e.g. B85/B99 as applicable), with sufficient manoeuvring space provided to ensure it remains continuously usable and free of obstruction. The internal driveway and circulation layout is to be configured such that reversing movements onto Torquay Road are not required under any reasonably foreseeable operating condition. The final design is to clearly demonstrate a single, intuitive and functional vehicle path through the site. (S)		requirement recommendations. Refer Amended Planning Application Plans attached.	
Exiting Vehicles – Dwelling 4	There is potential for unfamiliar visitors exiting Dwelling 4 to misinterpret the intended direction of travel and inadvertently turn right onto Torquay Road. This potential risk is primarily associated with visitor unfamiliarity with the site access arrangement and the surrounding road environment.	Likelihood: Rare Severity: Moderate Moderate LOW	The Dwelling 4 access arrangement is to incorporate clear directional guidance to reinforce a left-turn exit movement onto Torquay Road and minimise the potential for incorrect directional choice by unfamiliar users. This may include a directional pavement arrow provided on the internal driveway alignment at the point of decision prior to the crossover, clearly indicating the intended exit direction. Where practicable, supplementary advisory signage (e.g. “Left Turn Exit Only” or equivalent directional advisory sign) may be installed within the private access domain in a highly conspicuous location at the decision point to reinforce the intended movement. (S)	Agree	The applicant and owner agree to implement any conditions of permit to include any requested method of signage, driveway markings within the private domain deemed necessary by the road authority.	
Turning Area – Dwelling 4	Based on the provided Town Planning (TP) drawings, only indicative turning radii have been shown and no swept path assessment has been provided to demonstrate the functionality of the proposed on-site turnaround area. Accordingly, the ability of the turnaround area to accommodate both B85 and B99 design vehicles while maintaining the intended forward entry and forward exit operation has not been demonstrated. In the absence of swept path analysis, the operational performance of the turnaround arrangement remains unverified, with the potential for reversing movements to be required within or from the site, should the design not function as intended.	Likelihood: Unlikely Severity: Moderate Moderate Medium	A swept path assessment is to be undertaken and provided for the proposed on-site turnaround area demonstrating its ability to accommodate both B85 and B99 design vehicles. Should the swept path assessment demonstrate that the intended operation cannot be achieved, the internal layout is to be revised to ensure adequate manoeuvring space is provided to avoid the need for reversing movements within or onto Torquay Road. (S).	Agree	Engaged Infra Traffic Engineers. Refer Infra Report 1/07/2026 attached. Sweep paths have been demonstrated to function within the site and provide forwards entry and exit from	

					Torquay Rd. Also Refer Amended Planning Application Plans matching Infra sweep path compliance designs attached.		
Bicycle Lane Conflict	The proposed vehicle crossover intersects an existing on-road bicycle lane on Torquay Road. The submitted plans do not clearly detail the treatment of the bicycle lane through the crossover, including how continuity, priority, and conspicuity for cyclists will be maintained at the conflict point. In the absence of a defined treatment, the interaction between entering and exiting vehicles and cyclists travelling along the bicycle lane is uncertain, particularly in relation to cyclist visibility and driver awareness at the crossing point. 	Likelihood: Rare Severity: Moderate LOW	The proposed crossover is to be designed to maintain continuity of the adjacent bicycle lane in accordance with the relevant road authority requirements. Where required by the Department of Transport and Planning, a bicycle conflict zone treatment is to be provided through the crossover, which may include green coloured surfacing and/or bicycle pavement symbols to enhance visibility and reinforce cyclist priority within the bicycle lane alignment. The final treatment is to be confirmed in consultation with the road authority. (S)	Agree	The Applicant and Owner agree to any conditions of permit requirement for the cross over to maintain continuity of a bicycle lane deemed necessary for the site development by the road authority.		