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RedSquare
Traffic

Creativity in Transport Engineering

267 Torquay Road, Grovedale Functional Design Road Safety Audit



Prepared for Stolps Pty Ltd

11 June 2026

Reference J1342RT1948-0526

REVISION HISTORY

REVISION No.	DATE	PREPARED BY	REVIEWED BY	APPROVED FOR ISSUE BY
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CLIENT	DATE ISSUED
Stolps Pty Ltd	11 June 2026

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1 INTRODUCTION

RedSquare Traffic has been engaged by Stolps Pty Ltd ("the Client") to undertake a Functional Design Road Safety Audit (RSA) of the proposed residential development at 267 Torquay Road, Grovedale ("the Subject Site").

The proposed development comprises the construction of four residential dwellings. Vehicle access is proposed via one new crossover to Torquay Road, an arterial road within a Transport Zone 2 (TRZ2), and three new crossovers to Felix Street, providing access to the respective dwellings.

We understand that the Department of Transport and Planning (DTP) requested that a Road Safety Audit be undertaken in accordance with the Austroads Road Safety Audit Guidelines. In particular, the audit is required to consider:

- Appropriate and specific recommendations to address any identified safety deficiencies;
- The impact of the proposed access arrangement to Dwelling 4 and its proximity to the Felix Street intersection; and
- Reporting of findings and recommendations in the format outlined within the Austroads Guidelines.

This Road Safety Audit (RSA) has been conducted in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audit (2022).

A Road Safety Audit (RSA) is a formal and systematic examination of the safety performance of a road project or existing road environment, undertaken by an independent and suitably qualified audit team. The objective of the audit is to identify potential road safety concerns for all road users and, where appropriate, recommend measures to eliminate or mitigate those concerns.

This Functional Design Road Safety Audit has been undertaken by an independent team of Department of Transport and Planning (DTP) Accredited Road Safety Auditors.

In accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audit, this report outlines the site context, existing conditions, and proposed development. The audit findings are presented in the subsequent sections of the report, including identified road safety concerns and corresponding recommendations for consideration by the design team and approving authorities.



2 EXISTING CONDITIONS

2.1 ROAD NETWORK

2.1.1 Torquay Road

Torquay Road is a Primary Arterial Road managed by the Department of Transport and Planning (DTP). The road forms part of the Surf Coast Highway corridor and generally runs in a north-south direction, extending between Settlement Road to the north and Baanip Boulevard to the south. Surrounding land uses comprise a mix of residential and commercial development.

At the subject location, Torquay Road operates as a dual carriageway arterial road accommodating two-way traffic movements. The intersection of Felix Street and Torquay Road is signalised, with turning lane arrangements provided on Torquay Road. The posted speed limit along this section of road is 60 km/h.

Key roadside features within the vicinity of the Subject Site include regulatory and warning signage, street lighting, pedestrian footpaths and an on road bicycle lane along the northbound carriageway.

Figures below presents images of Torquay Road, as captured during the site inspection.





FIGURE 1: TORQUAY ROAD LOOKING SOUTH (SITE INSPECTION)



FIGURE 2: TORQUAY ROAD LOOKING NORTH (SITE INSPECTION)



2.1.2 Felix Street

Felix Street is a Local Traffic Street managed by the City of Greater Geelong. The road generally runs in an east-west direction, extending between Bieske Road to the west and Torquay Road to the east. Surrounding land uses primarily comprise residential development.

At the subject location, Felix Street operates as a single carriageway road accommodating two-way traffic movements. The carriageway generally comprises one traffic lane in each direction.

Key roadside features within the vicinity of the Subject Site include regulatory signage, street lighting, and property access crossovers. No formal pedestrian footpaths or on-road bicycle lanes were observed within the immediate vicinity of the site along Felix Street. In the absence of a posted speed limit, the road is expected to operate under the default urban speed limit of 50 km/h.

Figures 3 and 4 below present images of Felix Street, as captured during the site inspection.



FIGURE 3: FELIX STREET LOOKING EAST (SITE INSPECTION)





FIGURE 4: FELIX STREET LOOKING WEST (SITE INSPECTION)

2.2 CRASH HISTORY

A review of crash statistics for the roads and intersections surrounding the Subject Site was sourced from the Transport Victoria – Victorian Road Crash Data database. This database records fatal and injury (serious/other) crashes on Victorian roads during the latest five-year reporting period and categorises these crashes as follows.

- **Fatal injury:** At least one person was killed in the crash or died within 30 days as a result of the crash.
- **Serious injury:** At least one person was sent to hospital as a result of the crash.
- **Other injury:** At least one person required medical treatment as a result of the crash.



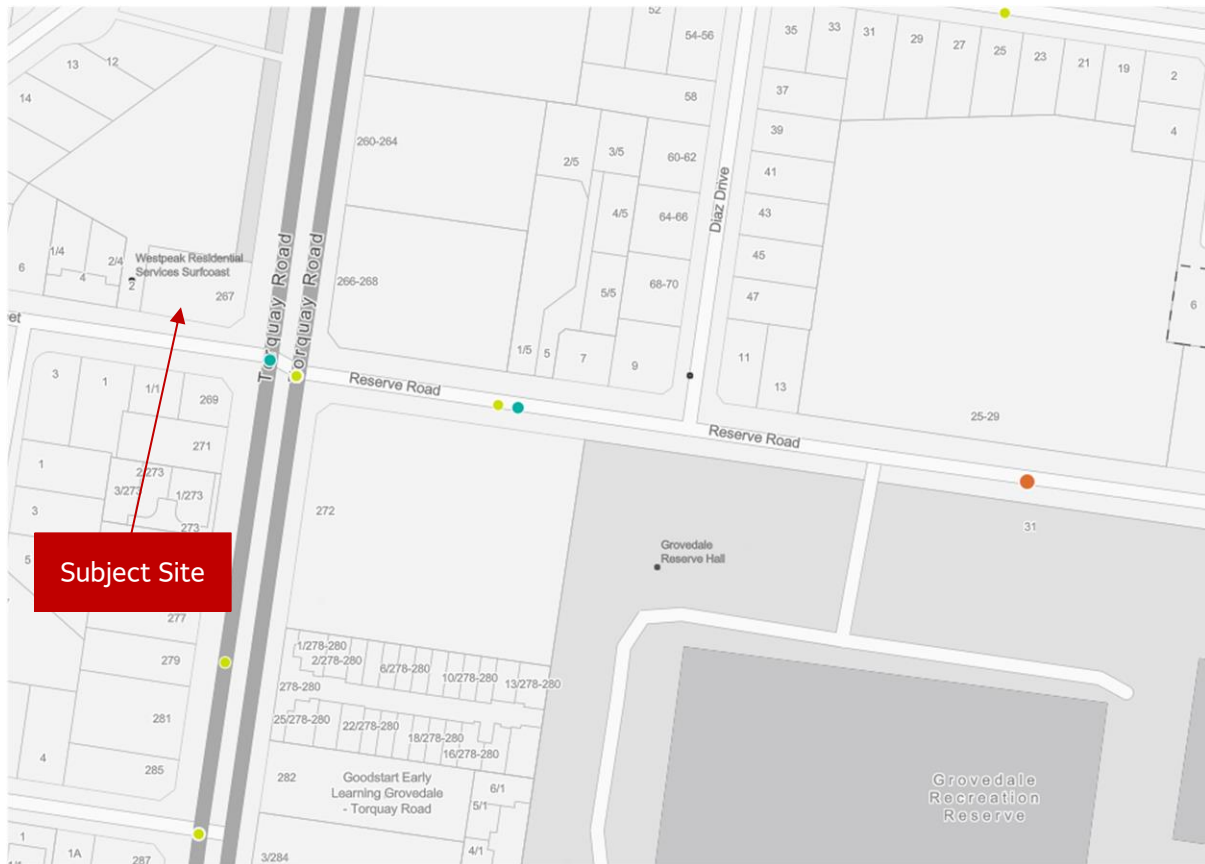


FIGURE 5: TRANSPORT VICTORIA CRASH SUMMARY (NEAR SUBJECT SITE)

Note: Crashes are indicated by coloured markers, with **blue** representing serious injury crashes, **green** representing other injury crashes, and **red** representing fatal crashes.

Crash data for the most recent five-year period indicates that, as shown in Figure 5, a total of four reported crashes have occurred within the area relevant to this Road Safety Audit, comprising two serious injury crashes and two other injury crashes.

The recorded crashes primarily involved vehicle collisions associated with intersection and turning manoeuvres. Specifically, the crashes comprised:

- One serious injury crash involving a right-far collision at an intersection;
- One other injury crash involving a right-near collision at an intersection;
- One other injury crash involving same-direction vehicle manoeuvres; and



- One serious injury crash involving a U-turn manoeuvre.

In addition, a fatal pedestrian crash was recorded further east of the Subject Site on Reserve Road. The recorded incident involved a pedestrian being struck by a vehicle during a far-side crossing movement.

Based on the available crash history data, while crashes have occurred within the broader area, there is no evidence of a discernible crash pattern or crash cluster directly associated with the Subject Site or the immediate surrounding road network.



3 ROAD SAFETY AUDIT DETAILS

3.1 ROAD SAFETY AUDIT PROCEDURE

This Road Safety Audit has been undertaken in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audit (2022). A Road Safety Audit is a formal and systematic examination of a road project, or an existing road network, conducted by an independent and suitably qualified audit team.

The audit team has undertaken the review independently of the design process. The purpose of the audit is to identify potential road safety concerns that may affect any road user and to provide recommendations aimed at eliminating or mitigating those concerns. The audit does not seek to redesign the project, nor does it replace the responsibilities of the designer, developer, or road authority.

The audit findings are based on the information available at the time of the review and represent the professional judgement of the audit team. The audit is not intended to be a detailed design check or a comprehensive assessment of compliance with all relevant standards, guidelines, or statutory requirements.

While the audit seeks to identify road safety concerns that could contribute to the occurrence or severity of crashes, it cannot guarantee that all safety issues have been identified. Consideration and implementation of the recommendations contained within this report should assist in improving the overall safety performance of the proposed development and its interaction with the surrounding road network.

3.2 THE SAFE SYSTEM

The Austroads Guide to Road Safety Part 6: Road Safety Audit recognises the importance of applying Safe System principles throughout the planning, design, construction, and operation of road infrastructure. This may be achieved through a standalone Safe System Assessment or through the integration of Safe System principles within the Road Safety Audit process.



A separate Safe System Assessment has not been undertaken for this project. Accordingly, Safe System principles have been considered as part of this Road Safety Audit. In reviewing each audit finding, consideration has been given to the potential crash types that may arise, the likely impact speeds, and the extent to which the resulting forces may exceed recognised human tolerance thresholds.

This approach seeks to identify opportunities to reduce the likelihood and severity of crashes and to support road environments that are more forgiving of human error, consistent with Safe System objectives. Where relevant, audit findings and recommendations have been developed with regard to the principles of safe roads and roadsides, safe speeds, and safe road user interactions.

The Safe System approach recognises that the human body has a limited tolerance to crash forces before serious injury or death is likely to occur. Austroads guidance identifies indicative impact speed thresholds associated with common crash types. These thresholds are used to inform the assessment of crash severity and the extent to which identified risks align with Safe System principles.

TABLE 1: SAFE SYSTEM KINETIC ENERGY

CRASH TYPE	APPROXIMATE SAFE SYSTEM THRESHOLD
HEAD-ON	70km/h
RIGHT-ANGLE (SIDE IMPACT) COLLISION	50km/h
OBLIQUE SIDE IMPACT	60km/h
IMPACT WITH RIGID ROADSIDE OBJECT	30-40km/h
PEDESTRIAN STRUCK BY VEHICLE	30km/h



Each recommendation has been assigned a Safe System treatment category in accordance with Austroads Safe System principles. The categories describe the extent to which a treatment is expected to reduce the likelihood and severity of fatal and serious injury crashes.

TABLE 2: SAFE SYSTEM TREATMENT CATEGORIES

TREATMENT TYPE	DESCRIPTION
PRIMARY TREATMENTS	A road planning, design or management measure that, for the foreseeable crash types, is expected to eliminate or substantially eliminate the risk of fatal and serious injury outcomes.
SUPPORTING TREATMENTS	A road planning, design or management measure that improves safety outcomes and contributes to the reduction of fatal and serious injury risk but does not, on its own, achieve Safe System outcomes. Supporting treatments should not preclude or compromise the future implementation of Primary Treatments.
OTHER TREATMENTS	A measure that provides a general improvement in road safety, operational performance or user guidance, but is not expected to materially reduce the risk of fatal and serious injury outcomes. Such treatments should not limit the future implementation of Primary or Supporting Treatments.

3.3 ROAD SAFETY AUDIT TEAM

In Victoria, Road Safety Audits are undertaken by teams of two or more accredited auditors, including at least one Senior Road Safety Auditor. Auditors are required to hold current accreditation and be registered on the Victorian Road Safety Auditor Accreditation Register.

The independent audit team for this Road Safety Audit comprised Dinith (Dane) Wanninayake, Sachini Hewawasam, and Claudia Ranasinghe. Dinith is a DTP Accredited Senior Road Safety Auditor and DTP Recommended Safe System Assessor. Sachini is a DTP Accredited Senior Road Safety Auditor, and Claudia is a DTP Accredited Road Safety Auditor.



The audit team has been independent of the project design and decision-making processes, in accordance with the requirements of the Austroads Guide to Road Safety Part 6: Road Safety Audit. Details of the audit team members and their qualifications are provided in Section 5.

A Corrective Action Schedule summarising the findings of this Road Safety Audit is provided in Section 5 of this report. The Project Manager/Designer shall indicate in this schedule whether the finding is accepted, and if not accepted, shall provide a reason for non-acceptance.

3.4 SITE INSPECTIONS & MEETINGS

Prior to undertaking the audit, discussions were held with James Watson of Ideas to Reality Pty Ltd on 14 May 2026 via email correspondence to clarify the scope of the project and review the proposed development layout and access arrangements.

A site inspection was subsequently undertaken by the audit team on 21 May 2026 during both daytime and night-time conditions. The inspection enabled the audit team to familiarise themselves with the existing road environment, traffic operations, adjacent land uses, and conditions that may influence the safety performance of the proposed development.

3.5 PROPOSAL

The proposal involves the construction of four residential dwellings at Torquay Road.

Vehicle access to Dwellings 1–3 is proposed via three separate crossovers to Felix Street. Dwelling 4 is proposed to obtain direct access from Torquay Road via a separate crossover. The 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.

Each dwelling includes a private garage for resident vehicle parking. In addition, Dwellings 1 and 2 include tandem on-site parking spaces adjacent to their respective garages. Dwelling 4 also includes an on-site vehicle turning area designed to facilitate forward entry and exit movements.

The development further includes associated landscaping works and ancillary residential infrastructure. The proposed site layout is illustrated in Figure 6.



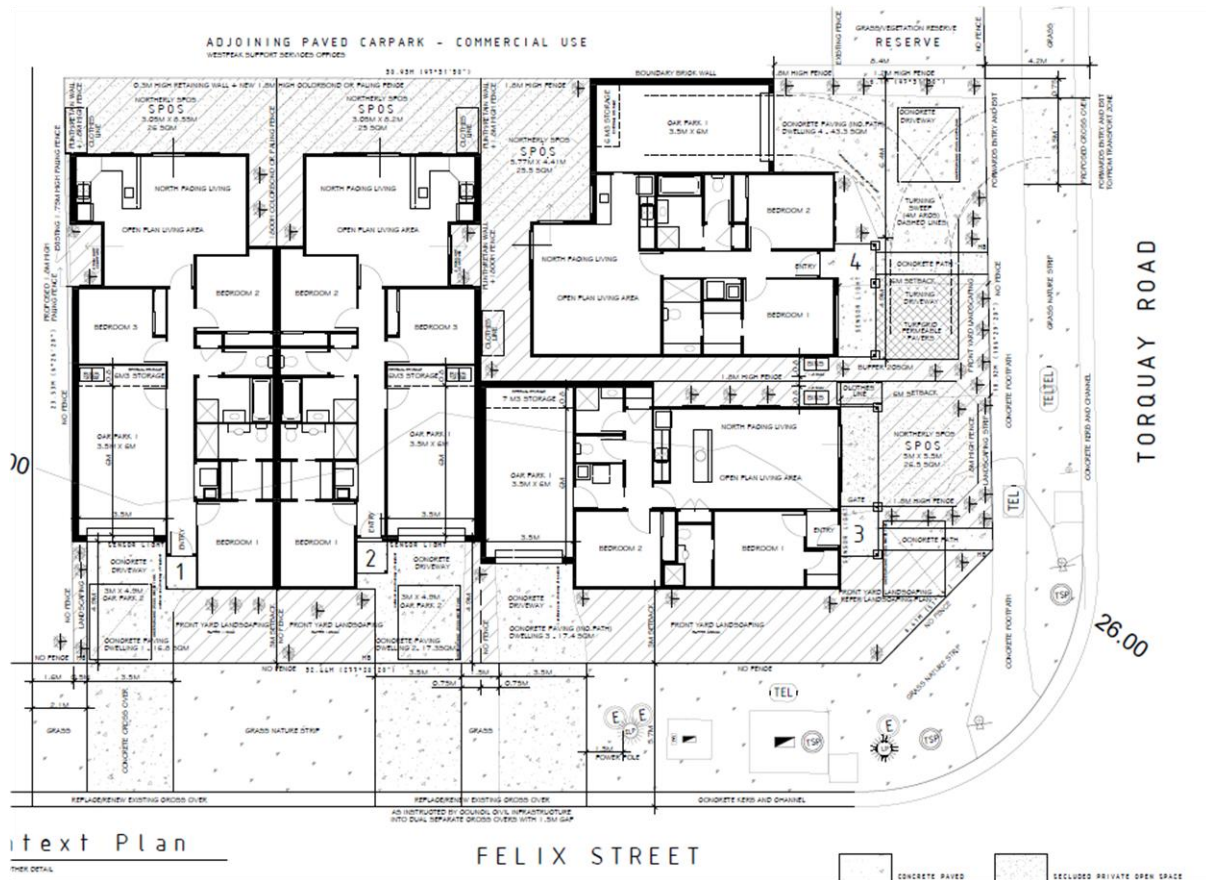


FIGURE 6: PROPOSED SITE PLAN (SOURCE: BELLARINE BUILDING DESIGN AND DRAFTING)

3.6 RISK ASSESSMENT

The potential road safety issues identified have been assigned a risk rating based on the assessed likelihood of a crash occurring as a result of the identified deficiency and the potential severity of the resulting crash outcome.

The likelihood and severity descriptors used in this assessment are provided in Tables 3 and 4. The likelihood categories reflect a qualitative assessment of the probability of occurrence, informed by



observed conditions, operational context, and professional judgement, rather than statistically derived crash frequencies.

TABLE 3: LIKELIHOOD OF A CRASH (AUSTROADS)

Likelihood	Description
ALMOST CERTAIN	One per quarter
LIKELY	One per quarter to once per year
POSSIBLE	Once per year to once every three (3) years
UNLIKELY	Once every three (3) years to once every seven (7) years
RARE	Less frequently than once every seven (7) years



TABLE 4: LIKELY SEVERITY OF THE RESULTING CRASH TYPE

SEVERITY	DESCRIPTION
FATAL	Death within 30 days of the crash
SERIOUS	Admitted to hospital
MODERATE	Major first aid and/or presents to hospital (not admitted)
MINOR	Minor first aid
INSIGNIFICANT	Property damage

TABLE 5: RESULTING LEVEL OF RISK

Likelihood/ Severity	INSIGNIFICANT	MINOR	MODERATE	SERIOUS	FATAL
ALMOST CERTAIN	Medium	High	High	Extreme (FSI)	Extreme (FSI)
LIKELY	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
POSSIBLE	Low	Medium	High	High (FSI)	Extreme (FSI)
UNLIKELY	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
RARE	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

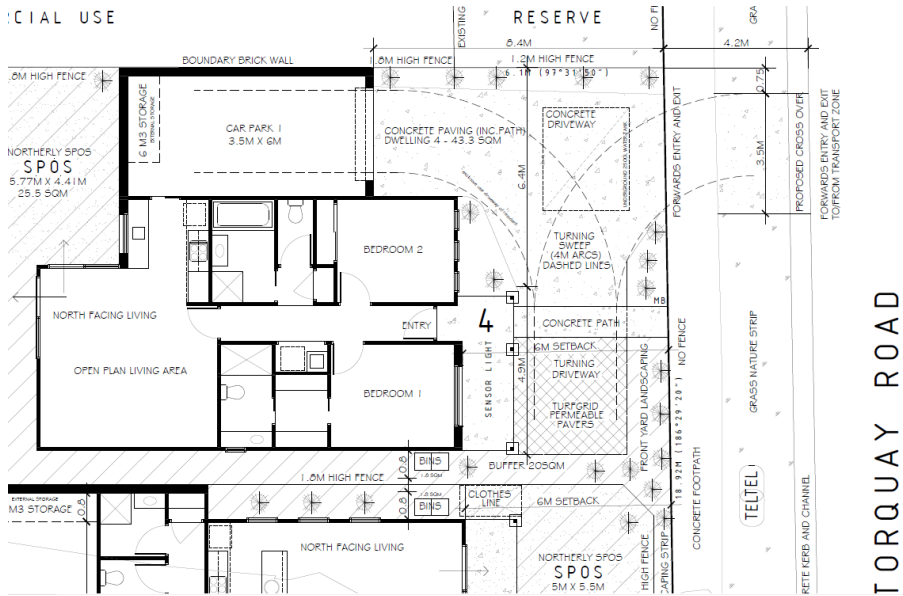


4 AUDIT FINDINGS & RECOMMENDATIONS

TABLE 6: AUDIT FINDINGS

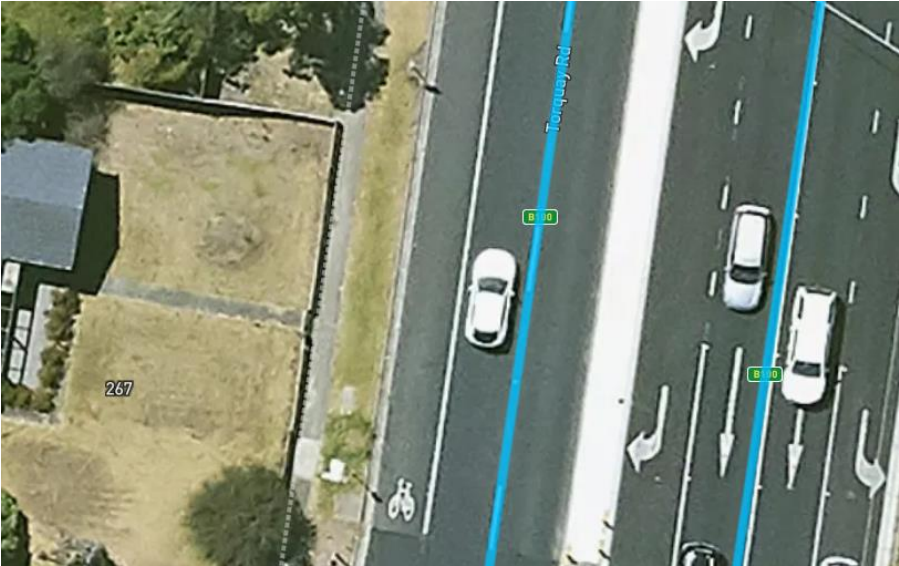
AUDIT RESULTS				PROJECT TEAM RESPONSE			RESPONSIBLE OFFICER SIGN OFF
Audit Finding Ref	Audit Finding (Risk/Hazard, Extent, Crash Type)	Risk Level	Recommendations	Acceptance Of Findings	Comments	Project Team Lead Endorsement	
Access Point - Dwelling 4	The proposed crossover serving Dwelling 4 is located 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 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)				



Access Point – Dwelling 4	While the provision of an on-site turning area facilitates forward entry and forward exit movements, there remains a potential for this arrangement to be compromised in practice. For example, visitor parking on the driveway or households with more than one vehicle may result in situations where vehicles are required to reverse onto Torquay Road. At present, it is unclear how the forward entry and exit requirement would be managed or enforced to ensure ongoing compliance with the intended access arrangement. 	Likelihood: Unlikely Severity: 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 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)				
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 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.				



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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)				
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5 CONCLUSION

5.1 AUDIT SUMMARY

The Road Safety Audit has identified a number of potential road safety concerns associated with the proposed development and its interaction with the surrounding road network.

These matters, together with associated recommendations, are documented within the findings sections of this report for consideration by the client, design team, and relevant approving authorities.

5.2 AUDIT TEAM STATEMENT

I hereby certify that the audit team identified within this report has reviewed the documentation provided and undertaken a site inspection in carrying out this Road Safety Audit. I further confirm that this audit has been conducted independently of the project design team in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audit (2022).

The audit has been undertaken for the sole purpose of identifying potential road safety risks at and in the vicinity of 267 Torquay Road, Grovedale, which may be mitigated to improve the safety performance of the proposed development. The identified risks, together with associated findings and recommendations, have been documented within this report for consideration by the client and relevant approving authorities.



– Principal Traffic Engineer

Bachelor of Engineering (Civil – Honors)



Senior Road Safety Auditor/Lead Auditor

Date: 11 June 2026



██████████ – Senior Traffic Engineer

Bachelor of Engineering (Civil – Honors)

Senior Road Safety Auditor

Date: 11 June 2026



██████████ – Traffic Engineer

Bachelor of Engineering (Civil – Honors)

Road Safety Auditor

Date: 11 June 2026

5.3 LIMITATIONS

This Road Safety Audit has been prepared based on documentation provided and site conditions observed at the time of inspection(s). The findings and recommendations are based on the professional judgement of the audit team at the time of reporting.

While reasonable care has been taken in the preparation of this report, it does not guarantee that all road safety issues have been identified, nor that the information contained herein is exhaustive.

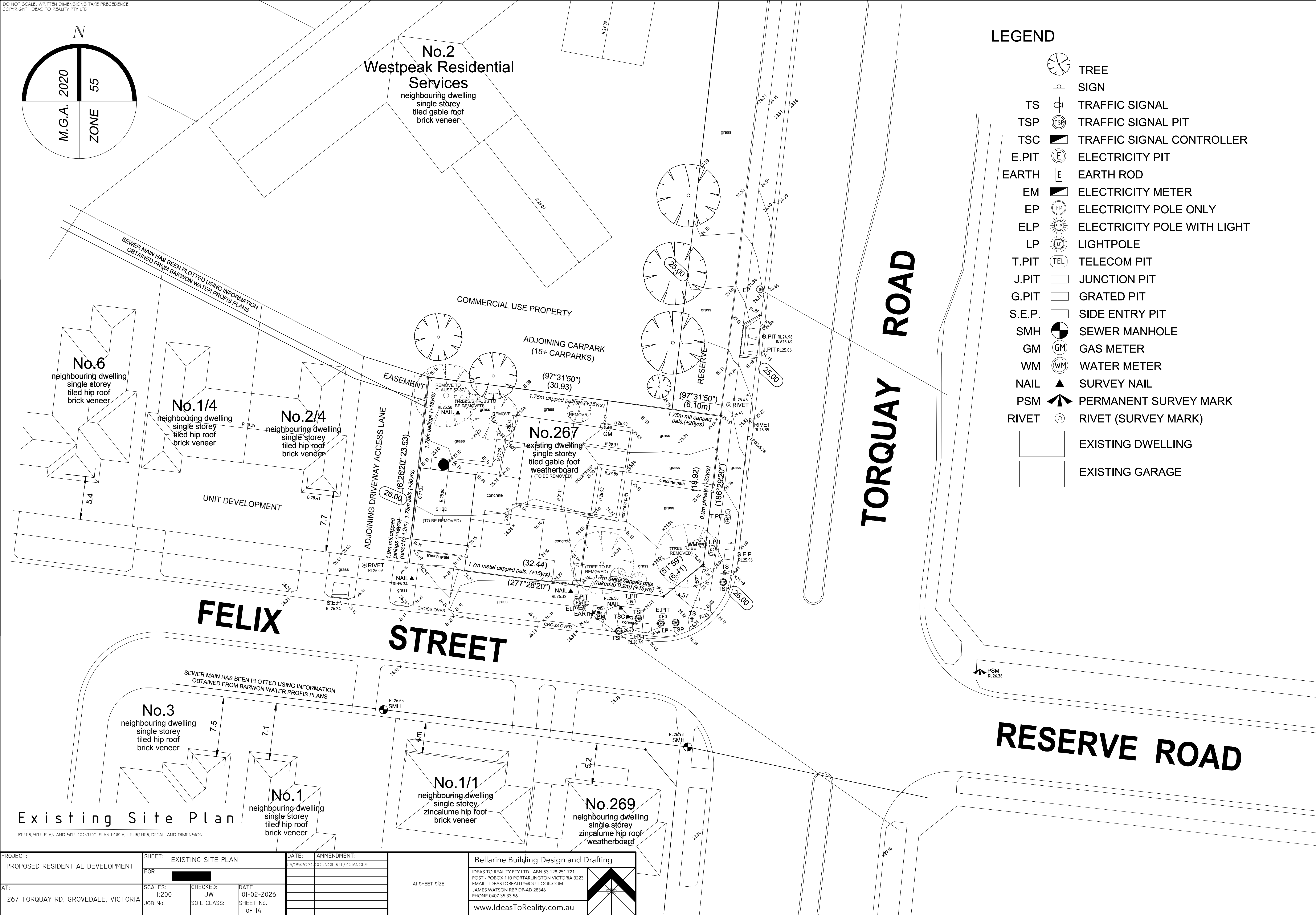
This report is intended solely for use in relation to the subject project and should not be relied upon for any other purpose or for other sites without appropriate professional review.

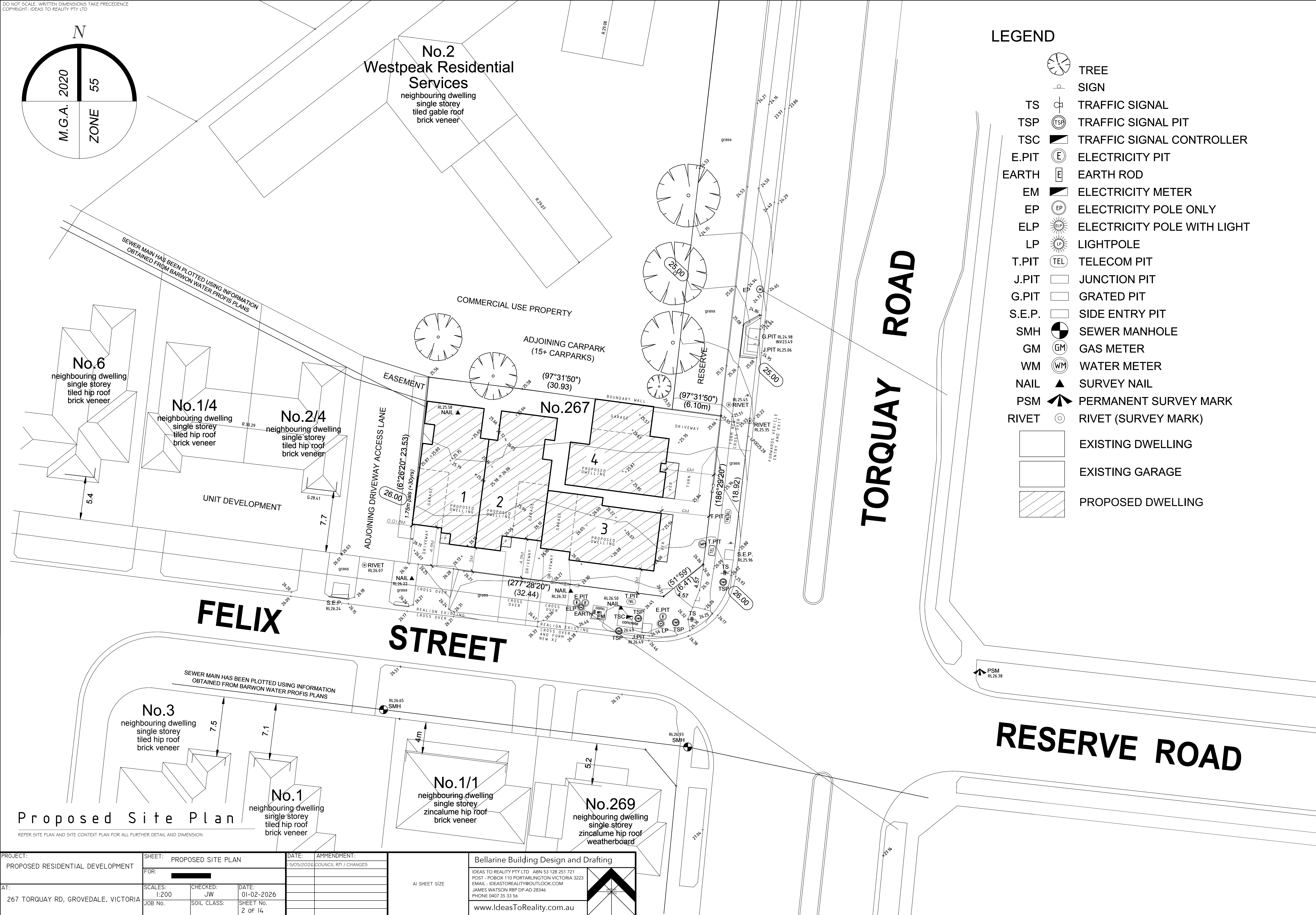


6 APPENDICES

6.1 APPENDIX A – SUPPORTING DOCUMENTS









FELIX STREET

REFER SITE CONTEXT PLAN FOR ALL DEVELOPMENT DETAIL

PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	SHEET: SITE PLAN DETAIL			DATE: 15/05/2026	AMENDMENT: COUNCIL RFI / CHANGES	A2 SHEET SIZE	Bellarine Building Design and Drafting IDEAS TO REALITY PTY LTD ABN 53 128 251 721 POST - POBOX 110 PORTARLINGTON VICTORIA 3223 EMAIL - IDEASTOREALITY@OUTLOOK.COM JAMES WATSON RBP DP-AD 28346 PHONE 0407 35 33 56 www.IdeasToReality.com.au	
	FOR: [REDACTED]							
AT: 267 TORQUAY RD, GROVEDALE, VICTORIA	SCALES: 1:100	CHECKED: JW	DATE: 01-02-2026					
	JOB No.	SOIL CLASS:	SHEET No. 3 OF 14					

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AREA

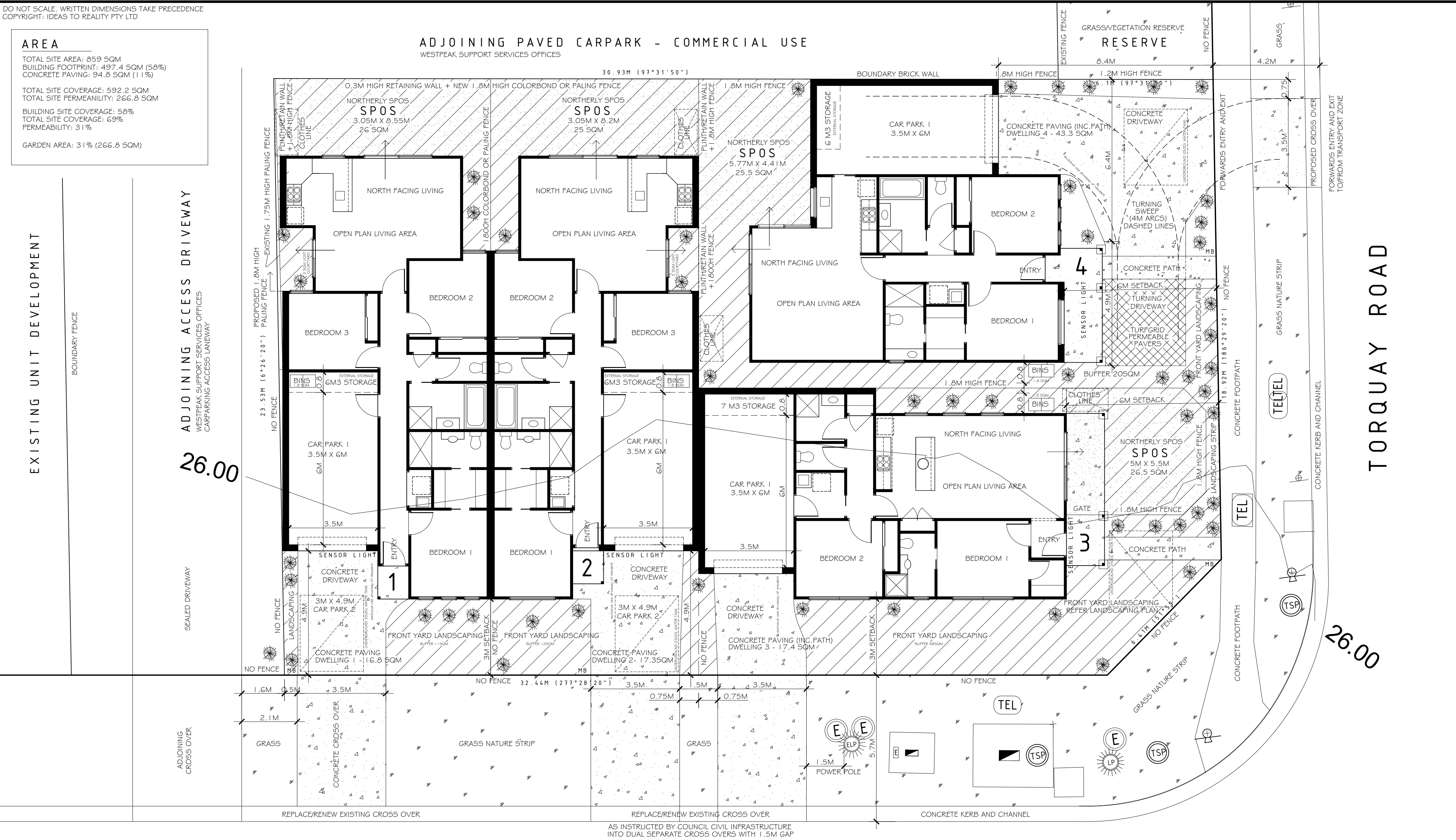
TOTAL SITE AREA: 859 SQM
BUILDING FOOTPRINT: 497.4 SQM (58%)
CONCRETE PAVING: 94.8 SQM (11%)

TOTAL SITE COVERAGE: 592.2 SQM
TOTAL SITE PERMEABILITY: 266.8 SQM

BUILDING SITE COVERAGE: 58%
TOTAL SITE COVERAGE: 69%
PERMEABILITY: 31%

GARDEN AREA: 31% (266.8 SQM)

ADJOINING PAVED CARPARK - COMMERCIAL USE
WESTPEAK SUPPORT SERVICES OFFICES

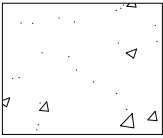


Site Context Plan

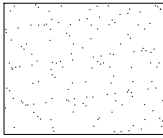
REFER SITE PLAN AND SURVEY FOR ALL OTHER DETAIL

FELIX STREET

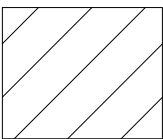
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	SHEET: SITE CONTEXT PLAN		DATE: 15/05/2026	AMMENDMENT: COUNCIL RFI / CHANGES	A2 SHEET SIZE	Bellarine Building Design and Drafting IDEAS TO REALITY PTY LTD ABN 53 128 251 721 POST - POBOX 110 PORTARLINGTON VICTORIA 3223 EMAIL - IDEASTOREALITY@OUTLOOK.COM JAMES WATSON RBP DP-AD 28346 PHONE 0407 35 33 56 www.IdeasToReality.com.au
	FOR: [REDACTED]					
AT: 267 TORQUAY RD, GROVEDALE, VICTORIA	SCALES: 1:100	CHECKED: JW	DATE: 01-02-2026			
	JOB No.	SOIL CLASS:	SHEET No. 4 OF 14			



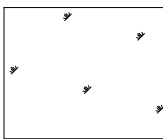
CONCRETE PAVED



SECLUDED PRIVATE OPEN SPACE

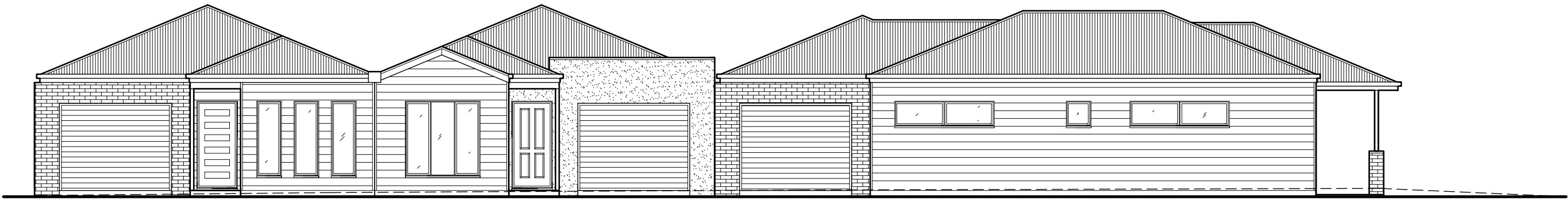


GARDEN AREA



NATURE STRIP

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Felix Streetscape



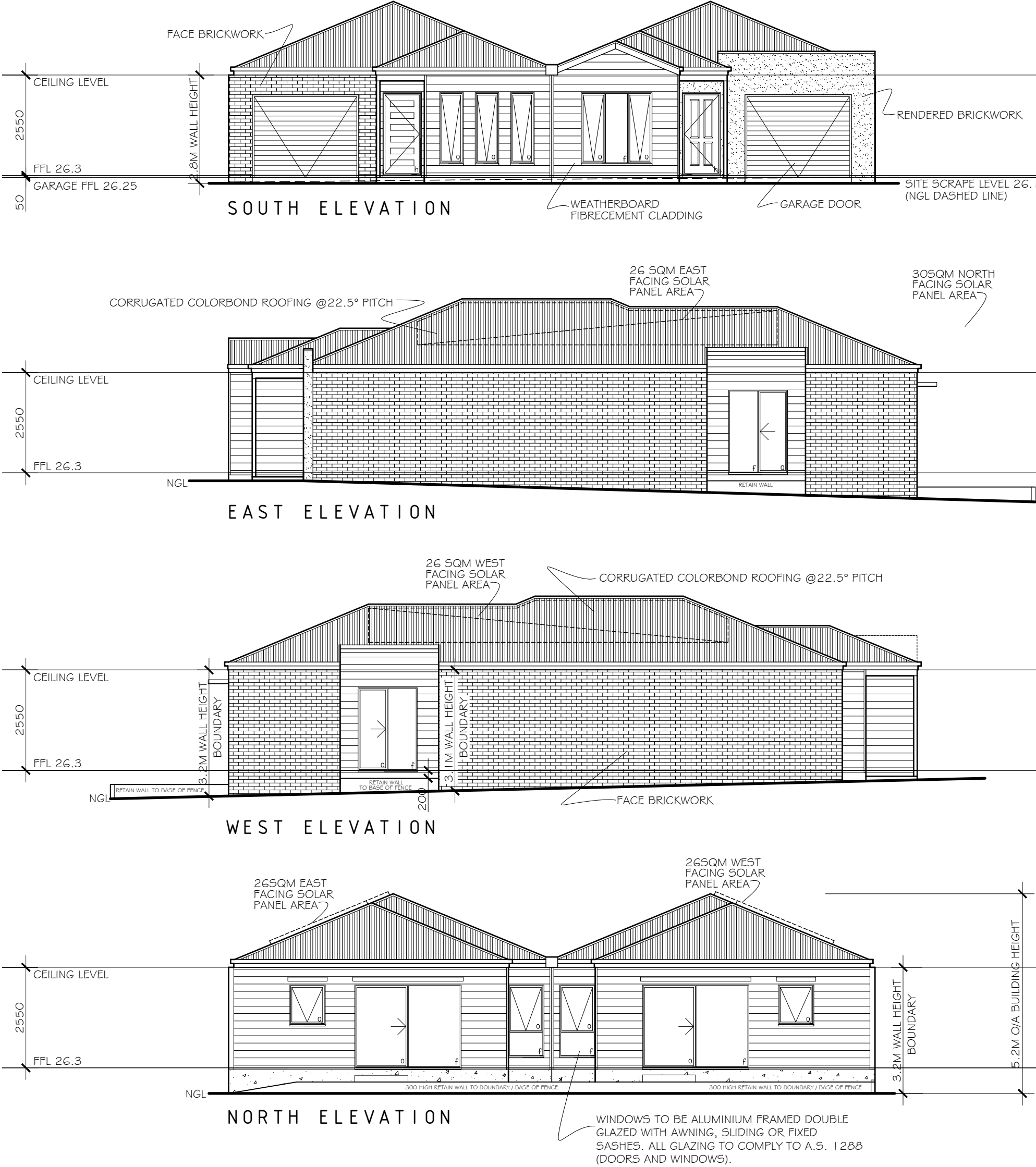
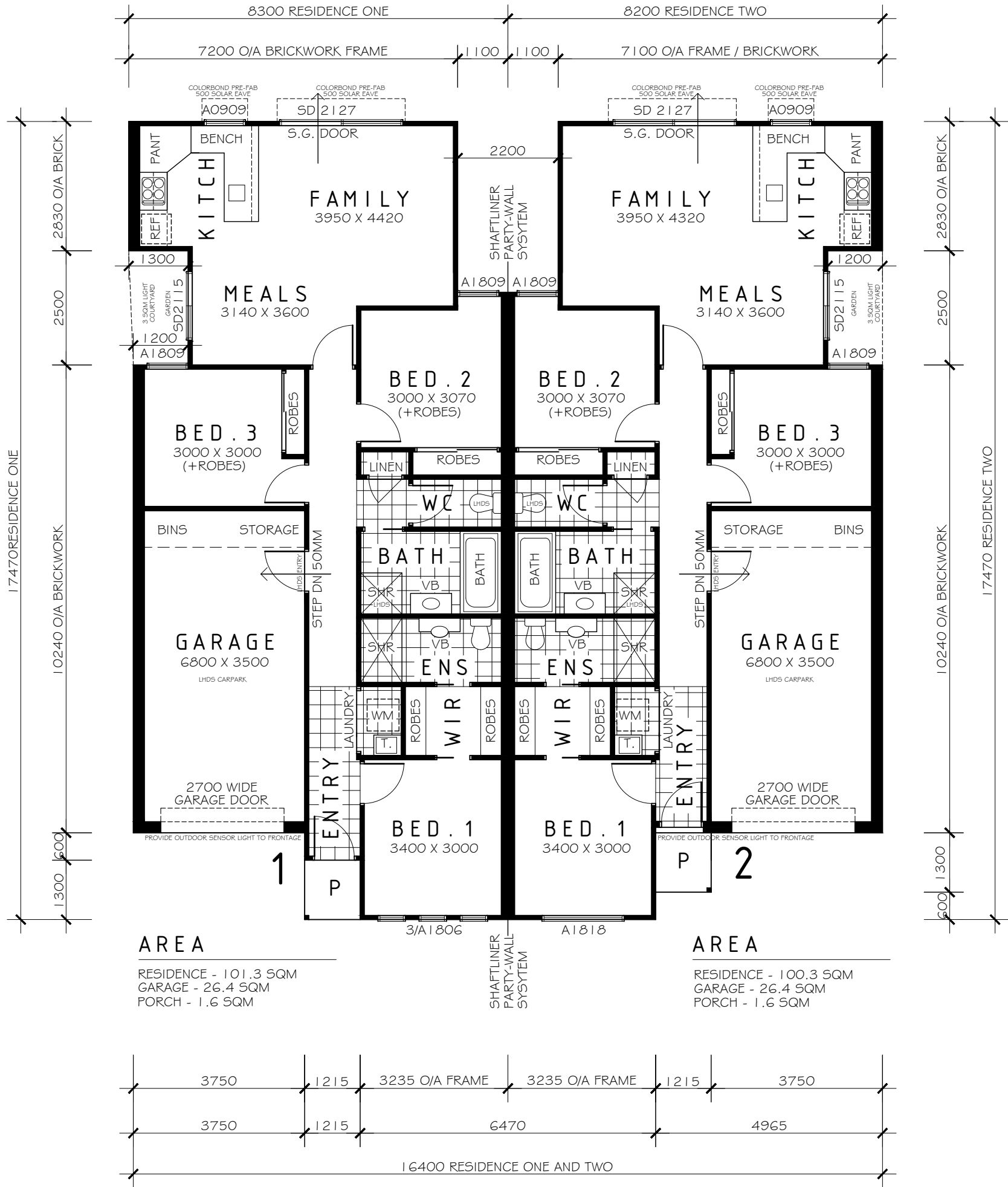
Torquay Rd Streetscape



North Site Elevation

PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	SHEET: STREETSCAPE ELEVATIONS			DATE: 15/05/2026	AMMENDMENT: COUNCIL RFI / CHANGES	A2 SHEET SIZE	Bellarine Building Design and Drafting			
	FOR: [REDACTED]						IDEAS TO REALITY PTY LTD ABN 53 128 251 721 POST - POBOX 110 PORTARLINGTON VICTORIA 3223 EMAIL - IDEASTOREALITY@OUTLOOK.COM JAMES WATSON RBP DP-AD 28346 PHONE 0407 35 33 56			
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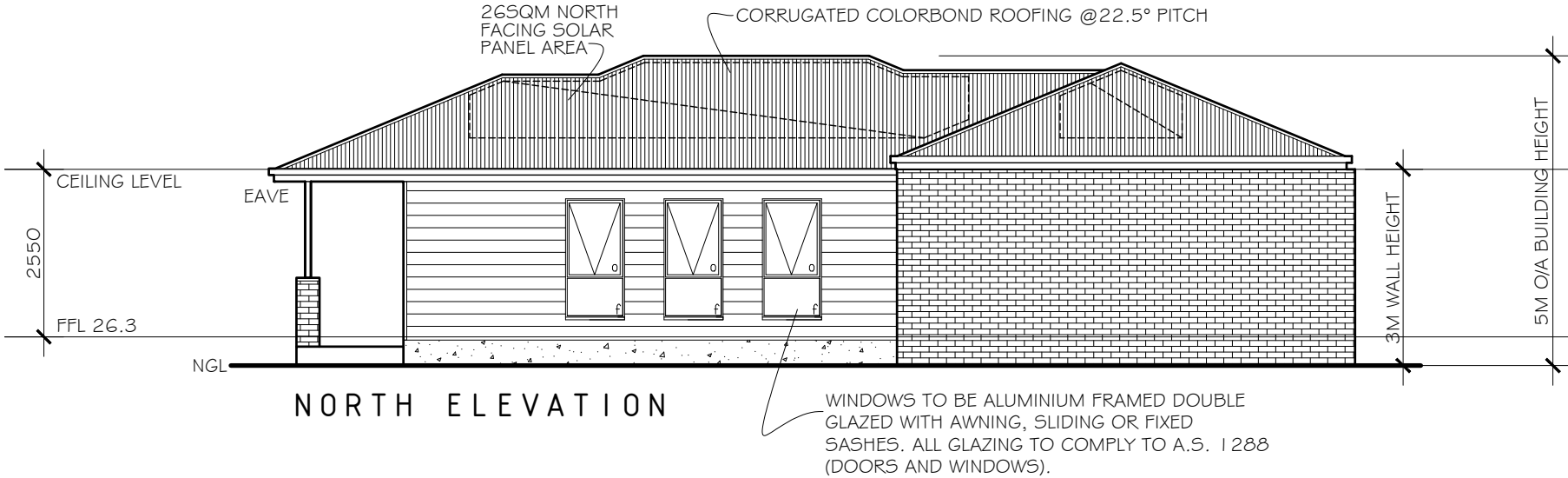
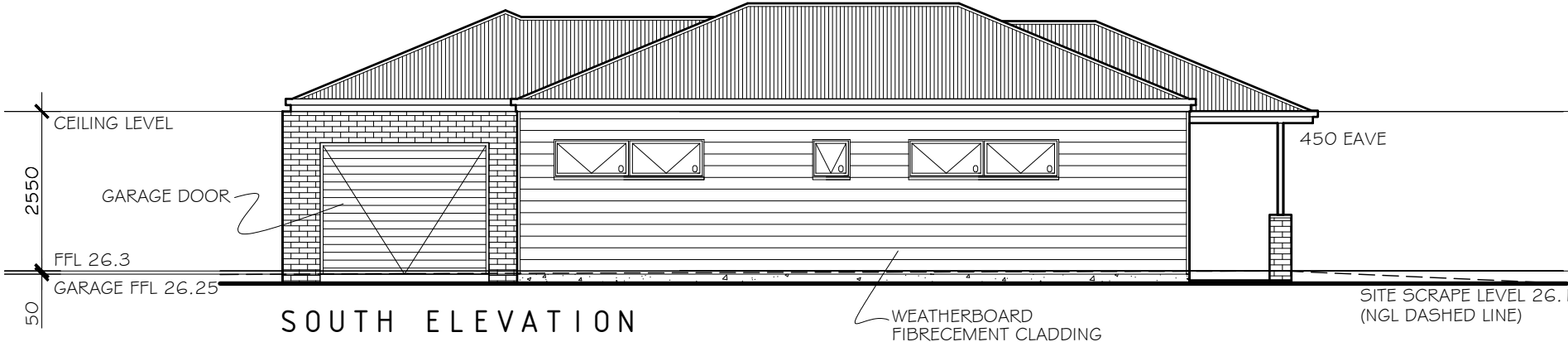
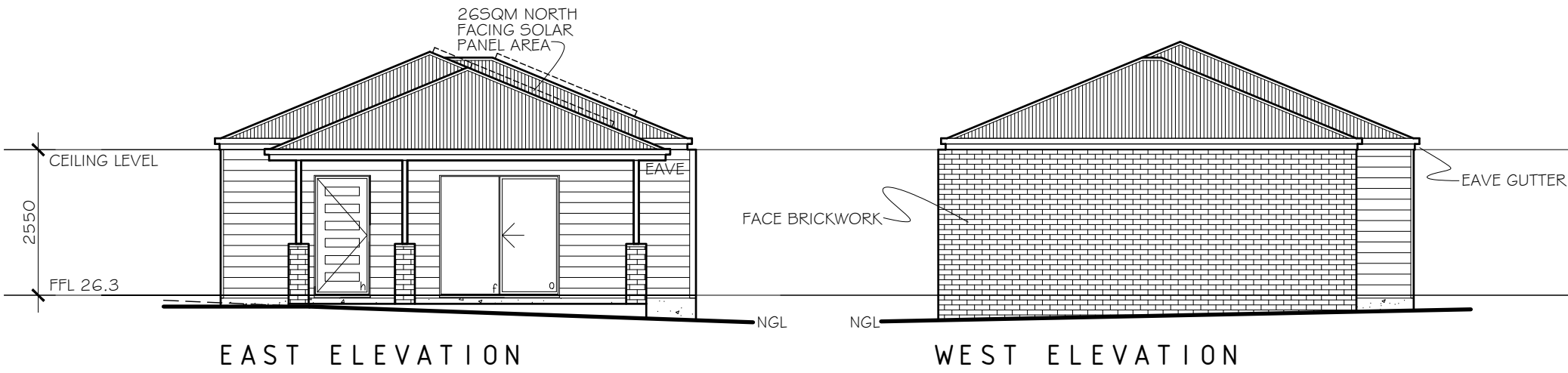
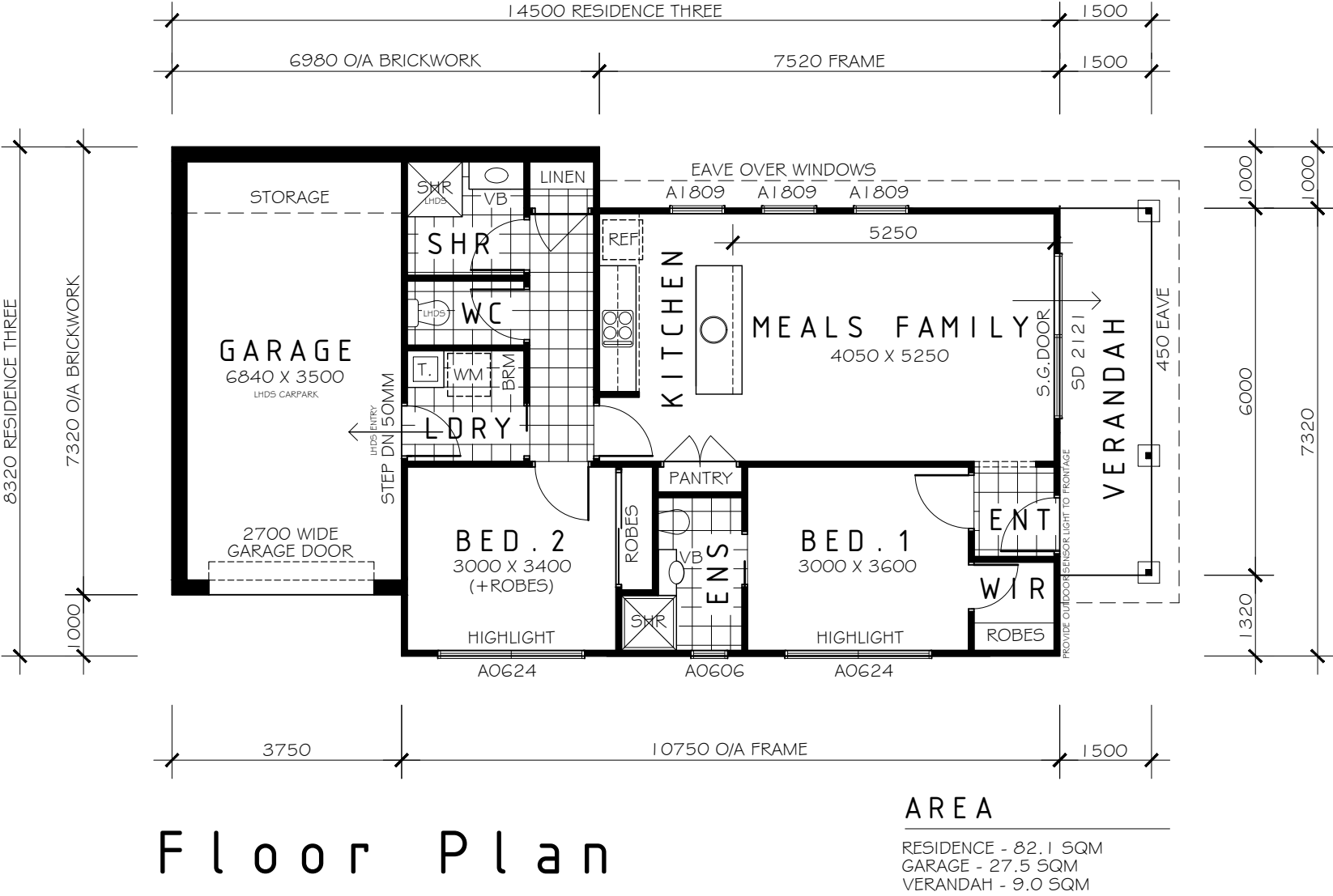
Residence One (1) & Two (2)

FLOOR PLANS AND ELEVATIONS

PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	SHEET: RESIDENCE ONE & TWO		DATE: 15/05/2026	AMMENDMENT: COUNCIL RFI / CHANGES	Bellarine Building Design and Drafting IDEAS TO REALITY PTY LTD ABN 53 128 251 721 POST - POBOX 110 PORTARLINGTON VICTORIA 3223 EMAIL - IDEASTOREALITY@OUTLOOK.COM JAMES WATSON RBP DP-AD 28346 PHONE 0407 35 33 56 www.IdeasToReality.com.au	
	FOR: [REDACTED]					
AT: 267 TORQUAY RD, GROVEDALE, VICTORIA	SCALES: 1:100	CHECKED: JW	DATE: 01-02-2026			
	JOB No.	SOIL CLASS:	SHEET No. 6 OF 14			

1 & 2

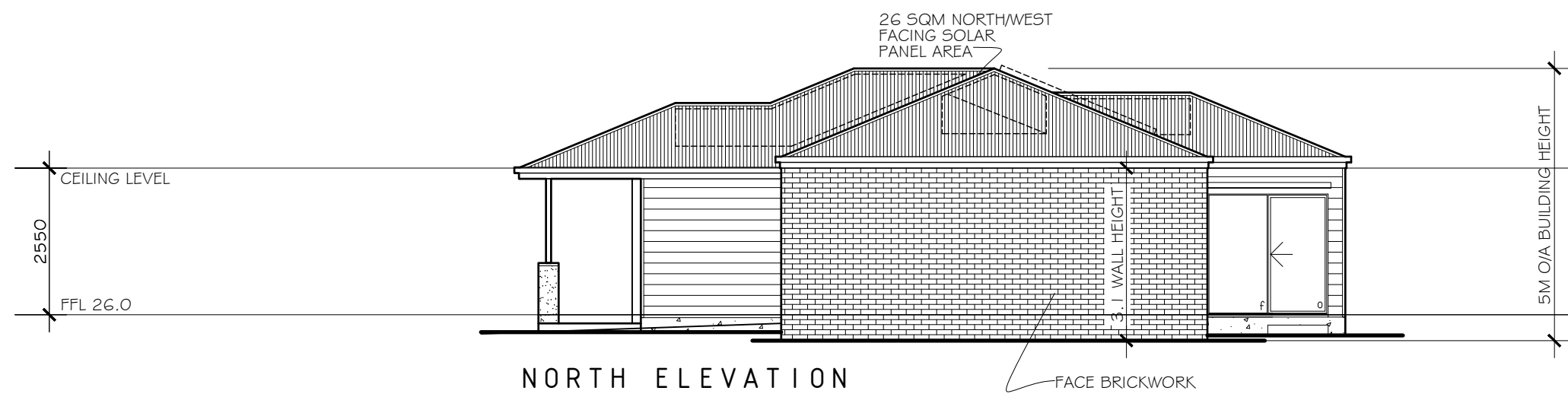
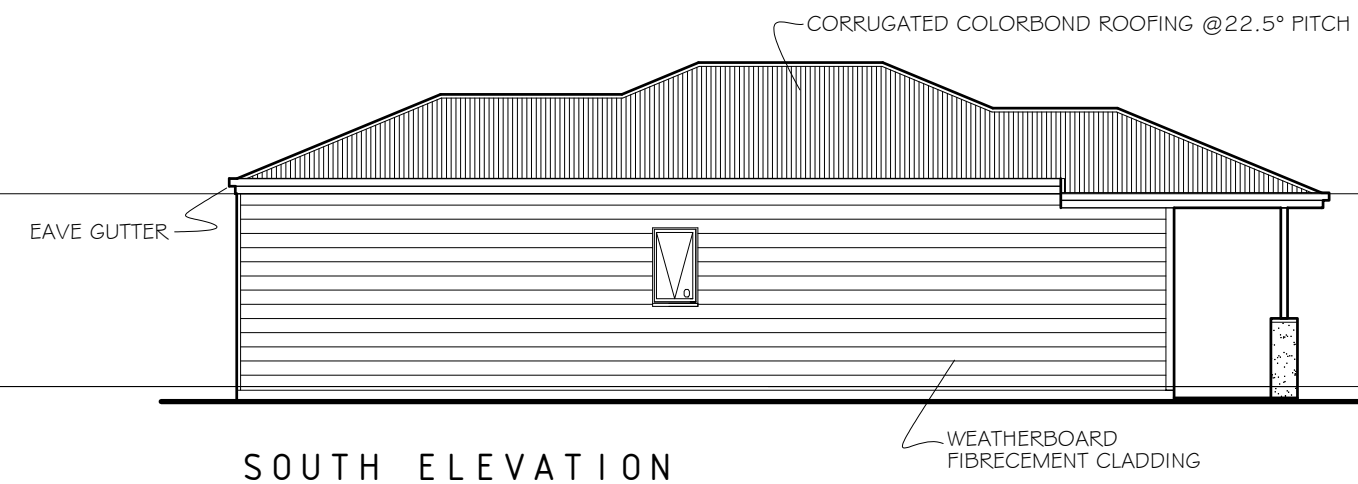
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Elevations

Residence Three (3)

PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	SHEET: RESIDENCE THREE			DATE: 15/05/2026	AMMENDMENT: COUNCIL RFI / CHANGES	A2 SHEET SIZE	Bellarine Building Design and Drafting	
	FOR: [REDACTED]						IDEAS TO REALITY PTY LTD ABN 53 128 251 721 POST - POBOX 110 PORTARLINGTON VICTORIA 3223 EMAIL - IDEASTOREALITY@OUTLOOK.COM JAMES WATSON RBP DP-AD 28346 PHONE 0407 35 33 56	
AT: 267 TORQUAY RD, GROVEDALE, VICTORIA	SCALES: 1:100	CHECKED: JW	DATE: 01-02-2026					
	JOB No.	SOIL CLASS:	SHEET No. 7 OF 14					
							www.IdeasToReality.com.au	



Elevations

Residence Four (4)

PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT		SHEET: RESIDENCE FOUR		DATE: 15/05/2026	AMENDMENT: COUNCIL RFI / CHANGES	A2 SHEET SIZE	Bellarine Building Design and Drafting	IDEAS TO REALITY PTY LTD ABN 53 128 251 721 POST - POBOX 110 PORTARLINGTON VICTORIA 3223 EMAIL - IDEASTOREALITY@OUTLOOK.COM JAMES WATSON RBP DP-AD 28346 PHONE 0407 35 33 56	
AT: 267 TORQUAY RD, GROVEDALE, VICTORIA		FOR: [REDACTED]							
SCALES: 1:100	CHECKED: JW	DATE: 01-02-2026							
JOB No.	SOIL CLASS:	SHEET No. 8 OF 14							

4

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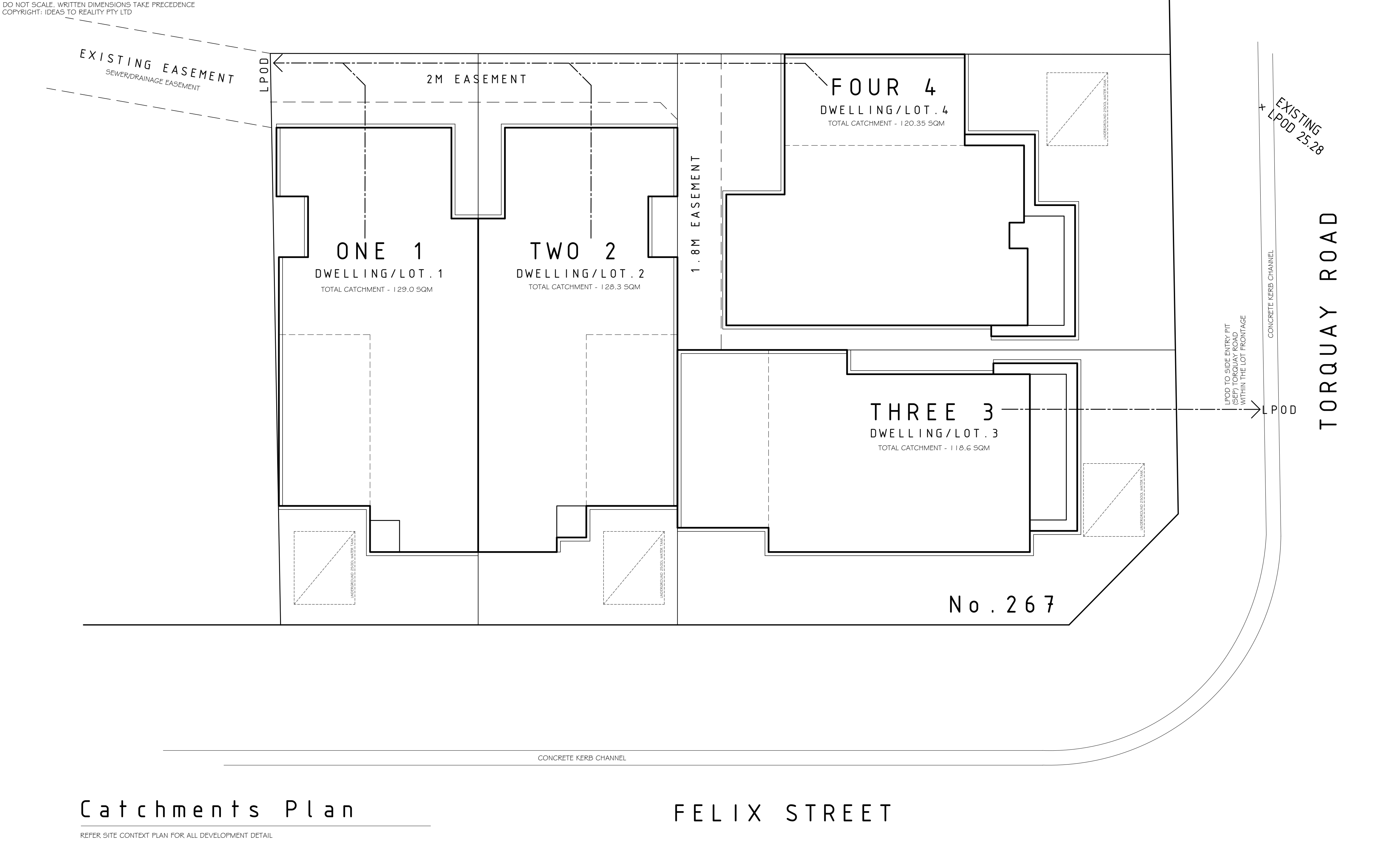


Proposed Subdivision Plan

REFER SITE CONTEXT PLAN FOR ALL DEVELOPMENT DETAIL

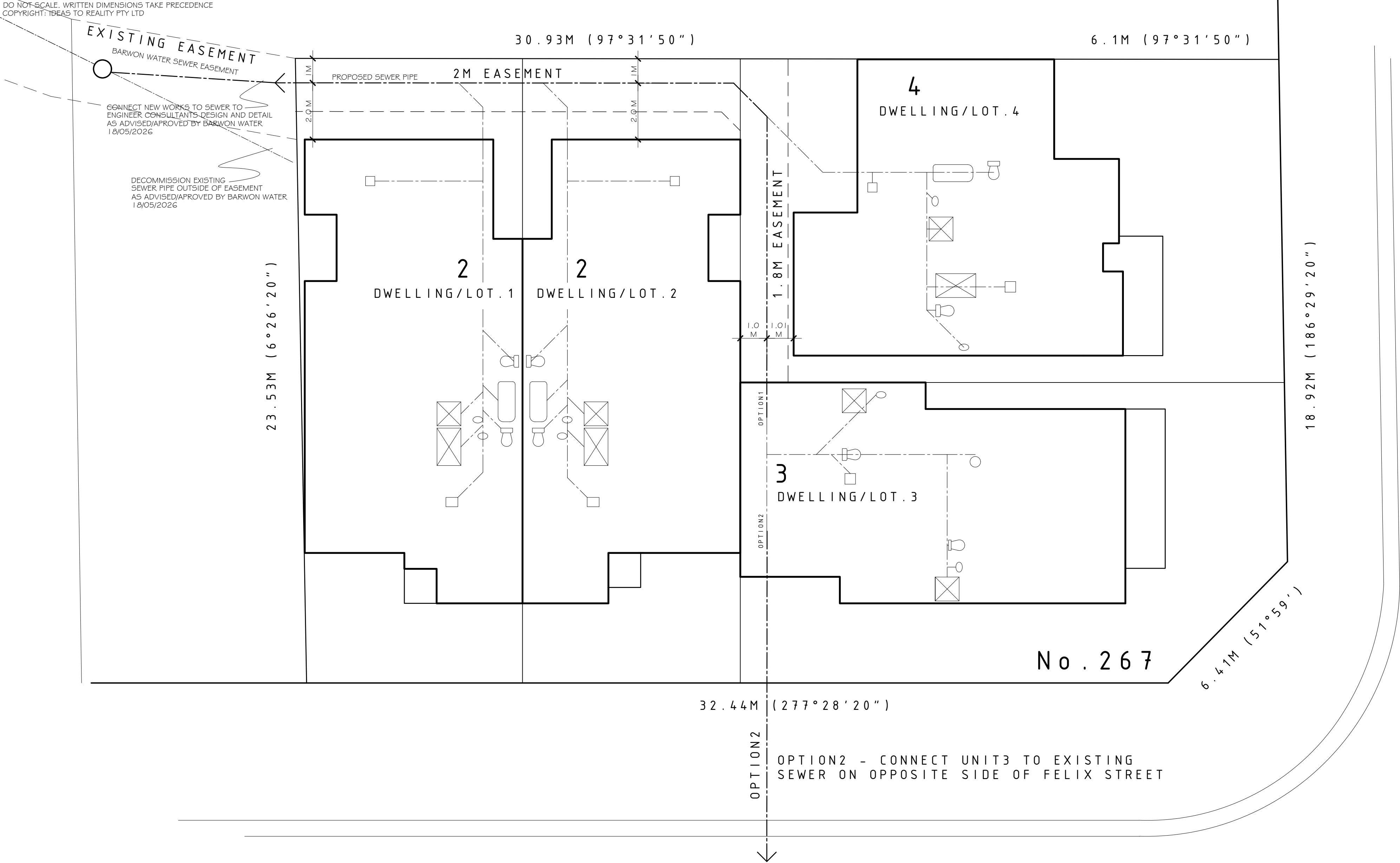
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	SHEET: PROPOSED SUBDIVISION PLAN		DATE: 15/05/2026	AMMENDMENT: COUNCIL RFI / CHANGES	A2 SHEET SIZE	Bellarine Building Design and Drafting	
	FOR: [REDACTED]					IDEAS TO REALITY PTY LTD ABN 53 128 251 721 POST - POBOX 110 PORTARLINGTON VICTORIA 3223 EMAIL - IDEASTOREALITY@OUTLOOK.COM JAMES WATSON RBP DP-AD 28346 PHONE 0407 35 33 56	AREA TOTAL SITE AREA- 859 SQM
AT: 267 TORQUAY RD, GROVEDALE, VICTORIA	SCALES: 1:100	CHECKED: JW	DATE: 01-02-2026				
	JOB No.	SOIL CLASS:	SHEET No. 9 OF 14				
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PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	SHEET: CATCHMENTS PLAN			DATE: 15/05/2026	AMMENDMENT: COUNCIL RFI / CHANGES	A2 SHEET SIZE	Bellarine Building Design and Drafting		
	FOR: [REDACTED]						IDEAS TO REALITY PTY LTD ABN 53 128 251 721 POST - POBOX 110 PORTARLINGTON VICTORIA 3223 EMAIL - IDEASTOREALITY@OUTLOOK.COM JAMES WATSON RBP DP-AD 28346 PHONE 0407 35 33 56		
AT: 267 TORQUAY RD, GROVEDALE, VICTORIA	SCALES: 1:100	CHECKED: JW	DATE: 01-02-2026				www.IdeasToReality.com.au		
	JOB No.	SOIL CLASS:	SHEET No. 10 OF 14						

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Sewer Services Plan

REFER SITE CONTEXT PLAN FOR ALL DEVELOPMENT DETAIL

PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	SHEET: SEWER SERVICES PLAN			DATE: 08/05/2026	AMMENDMENT: BARWON WATER REQUESTED CHANGES RFI	A2 SHEET SIZE	Bellarine Building Design and Drafting	
	FOR: [REDACTED]			15/05/2026	COUNCIL RFI / CHANGES		IDEAS TO REALITY PTY LTD ABN 53 128 251 721 POST - POBOX 110 PORTARLINGTON VICTORIA 3223 EMAIL - IDEASTOREALITY@OUTLOOK.COM JAMES WATSON RBP DP-AD 28346 PHONE 0407 35 33 56	
AT: 267 TORQUAY RD, GROVEDALE, VICTORIA	SCALES: 1:100	CHECKED: JW	DATE: 01-02-2026					
	JOB No.	SOIL CLASS:	SHEET No. 11 OF 14					
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GARDEN KEY:

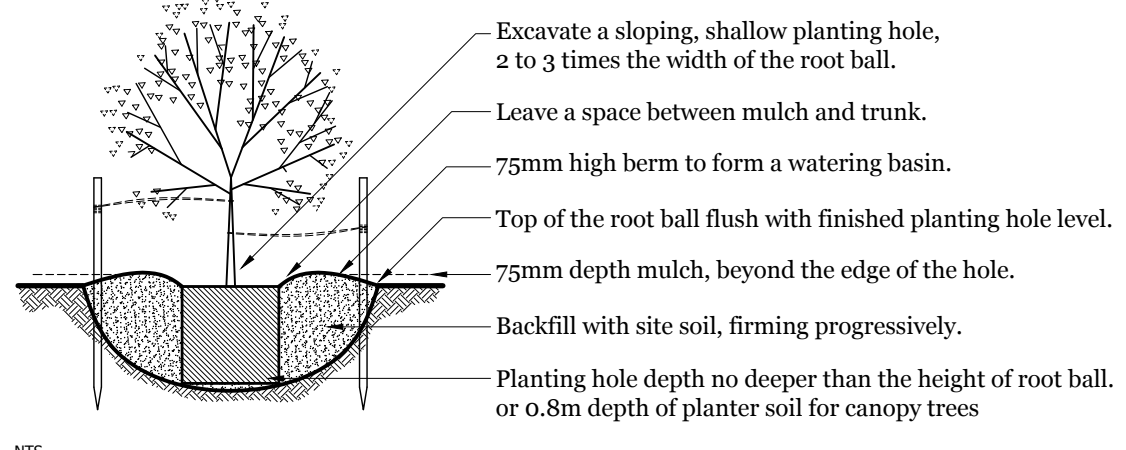
SYMBOL	QTY.	COMMON NAME	BOTANICAL NAME	HEIGHT	SPREAD
	18	Lomandra	Lomandra longifolia	0.8 m	0.6 m
	15	Astartea	Astartea 'Winter Pink'	0.8 m	0.6 m
	15	Oz Dwarf Wattle	Acacia acinacea	0.7 m	0.7 m
	08	Cycad	Cycad	1.5 m	1.5 m
	15	Poa Grass Mix	-Poa labillardieri -Poa sieberiana -Poa poiformis	1 m	0.6 m
	15	Kangaroo Paw	Anigozanthos flavidus red	1 m	0.3 m
	02	One sided net bush	Calothamnus quadrifidus	2.5m	2m
	24	Crassula 'Golden Shade'	(4 per meter)	0.3m	0.3m
	Canopy Tree	Canopy Tree	Canopy Tree	Canopy Tree	Canopy Tree
	06	Kanooka/Water Gum (Canopy Tree)	Tristaniopsis laurina (Canopy Tree)	6-15m	5+ m

NOTE: All plants generally available from OZTrees Native Plants Nursery Victoria
NOTE: All sizes are averages and are dependent on growing conditions and care
NOTE: Height/Spread - Prune to suit area and safety

THIS PLAN IS FOR DESIGN PURPOSES ONLY.
ALL DETAIL TO BE CONFIRMED ON SITE AND
TO PLANNING PERMIT CONDITIONS.

PLANTING DETAIL:

RECOMMENDED DESIGN FOR A TYPICAL INDIVIDUAL TREE PIT OR PLANTING HOLE.



NTS

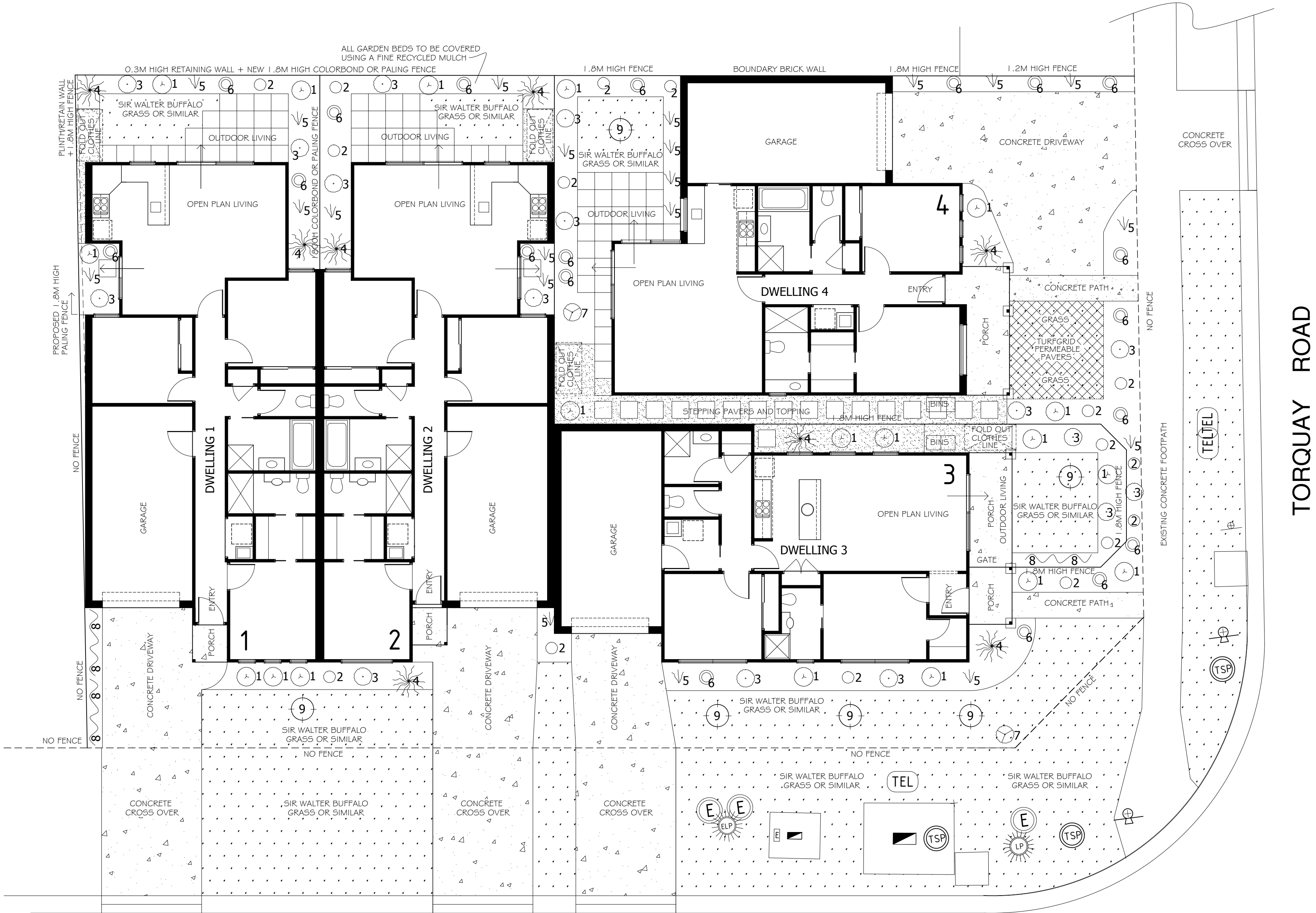
NOTE: Plantings to be confirmed by engineers footing and soil report
NOTE: All garden beds to be covered using a fine recycled mulch

GARDEN LEGEND:

CONCRETE PAVING:	
PERMEABLE TURFGRID PAVERS:	
SELECTED LAWN AREA:	
FEATURE GRAVEL/TOPPING:	
DECKING AREA:	

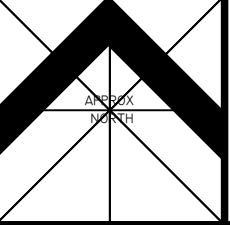
CANOPY TREES:

Canopt Trees have been incorporated into the landscape design.
6 Canopy Trees are proposed to the site development as Type A (Table B2-7.2)
Canopy cover exceeds standard of 10% (85.9 sqm)
Refer to the Canopy Tree Plan for Canopy Area and Soil Area

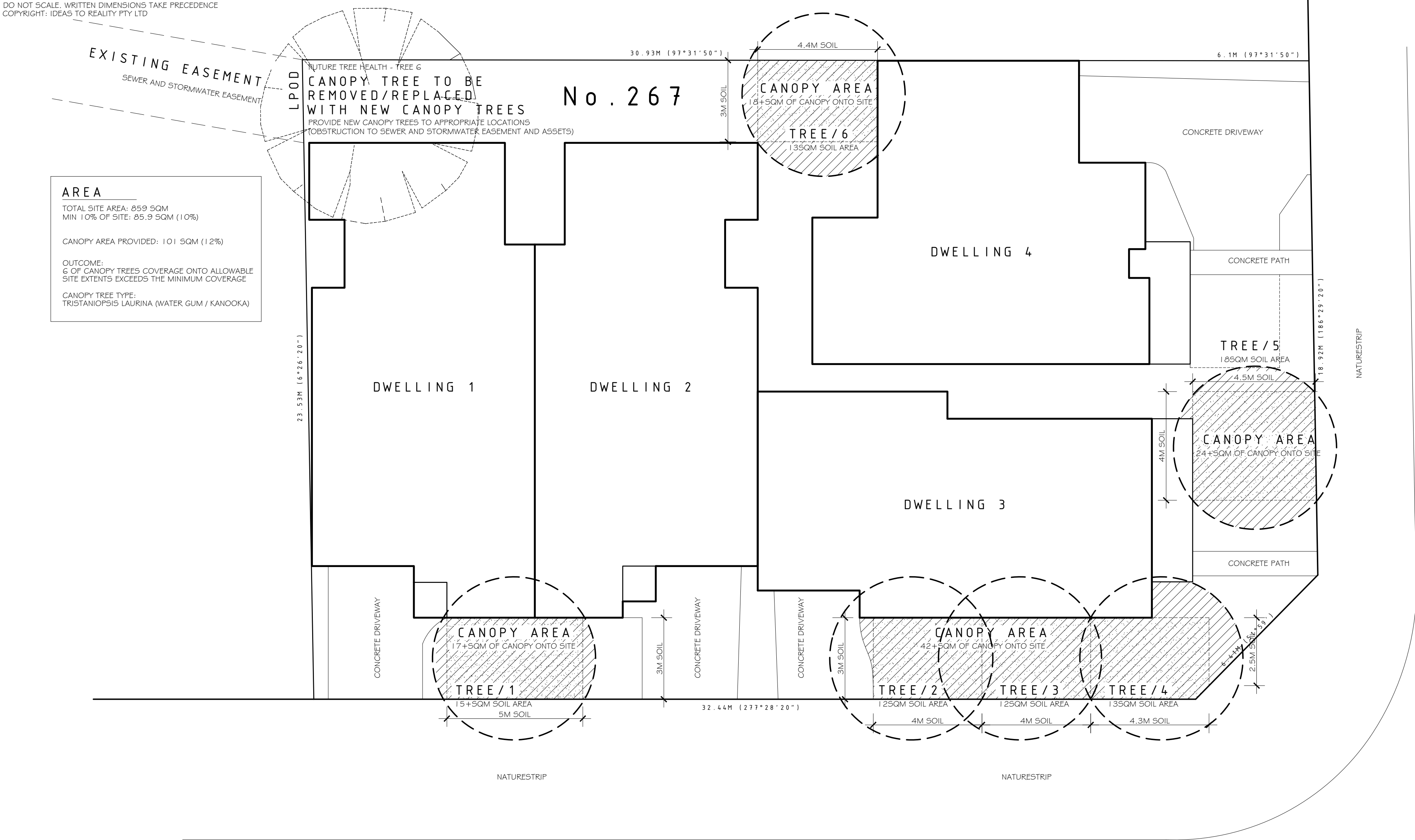


FELIX STREET

LANDSCAPE PLAN

PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	SHEET: LANDSCAPE PLAN		DATE: 15/05/2026	AMMENDMENT: COUNCIL RPT / CHANGES	AI SHEET SIZE	Bellarine Building Design and Drafting IDEAS TO REALITY PTY LTD - ABN 53 128 251 721 POST - POBOX 110 PORTARLINGTON VICTORIA 3223 EMAIL - IDEASTOREALITY@OUTLOOK.COM JAMES WATSON RBP DP-AD 28346 PHONE 0407 35 33 56 www.IdeasToReality.com.au	
	FOR: [REDACTED]						
AT: 267 TORQUAY RD, GROVEDALE, VICTORIA	SCALES: 1:100	CHECKED: JW	DATE: 01-02-2026				
	JOB No.	SOIL CLASS:	SHEET No. 12 OF 14				

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AREA

TOTAL SITE AREA: 859 SQM
MIN 10% OF SITE: 85.9 SQM (10%)

CANOPY AREA PROVIDED: 101 SQM (12%)

OUTCOME:
6 OF CANOPY TREES COVERAGE ONTO ALLOWABLE
SITE EXTENTS EXCEEDS THE MINIMUM COVERAGE

CANOPY TREE TYPE:
TRISTANIOPSIS LAURINA (WATER GUM / KANOOKA)

Canopy Tree Plan

REFER SITE CONTEXT PLAN FOR ALL DEVELOPMENT DETAIL

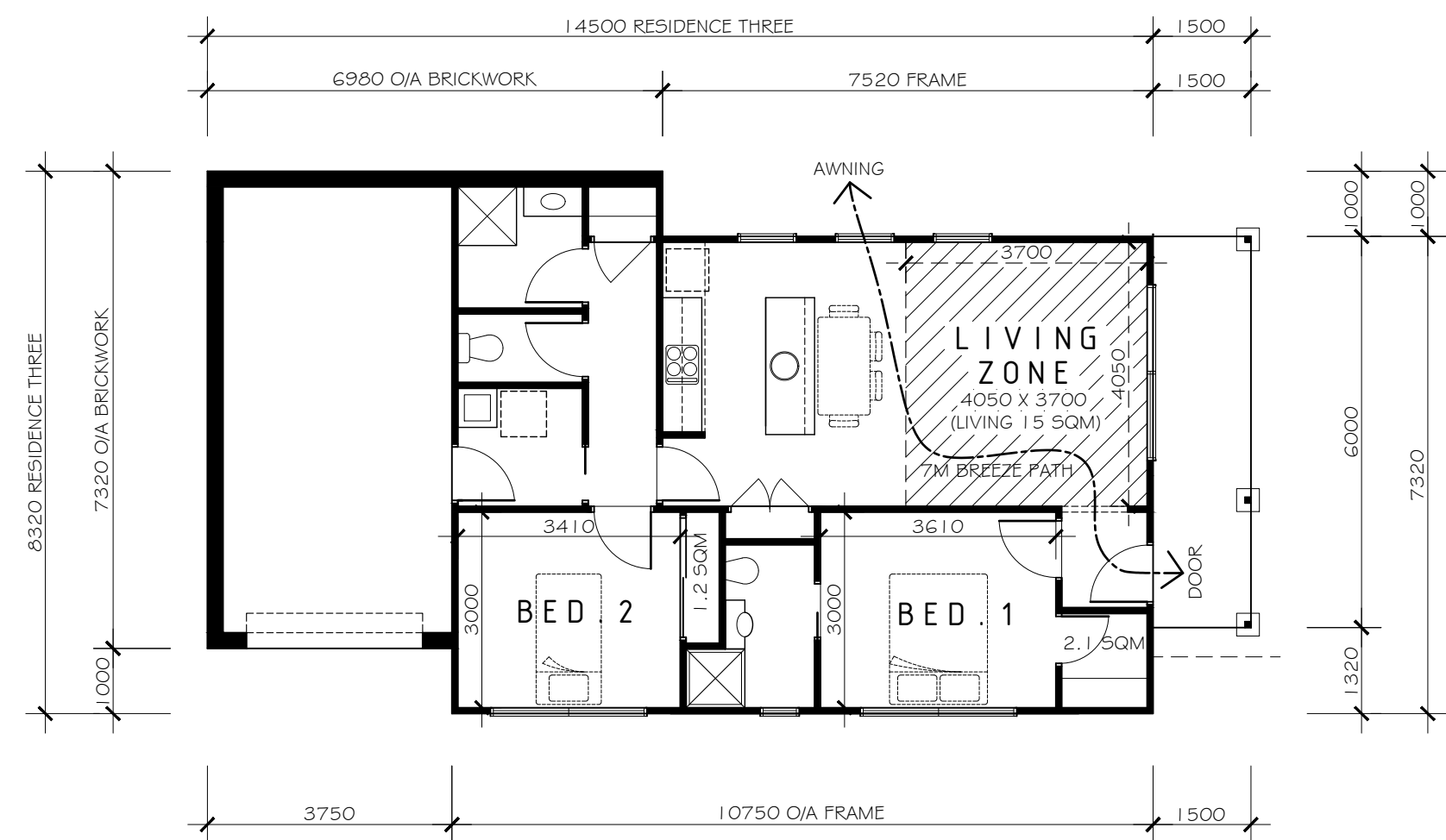
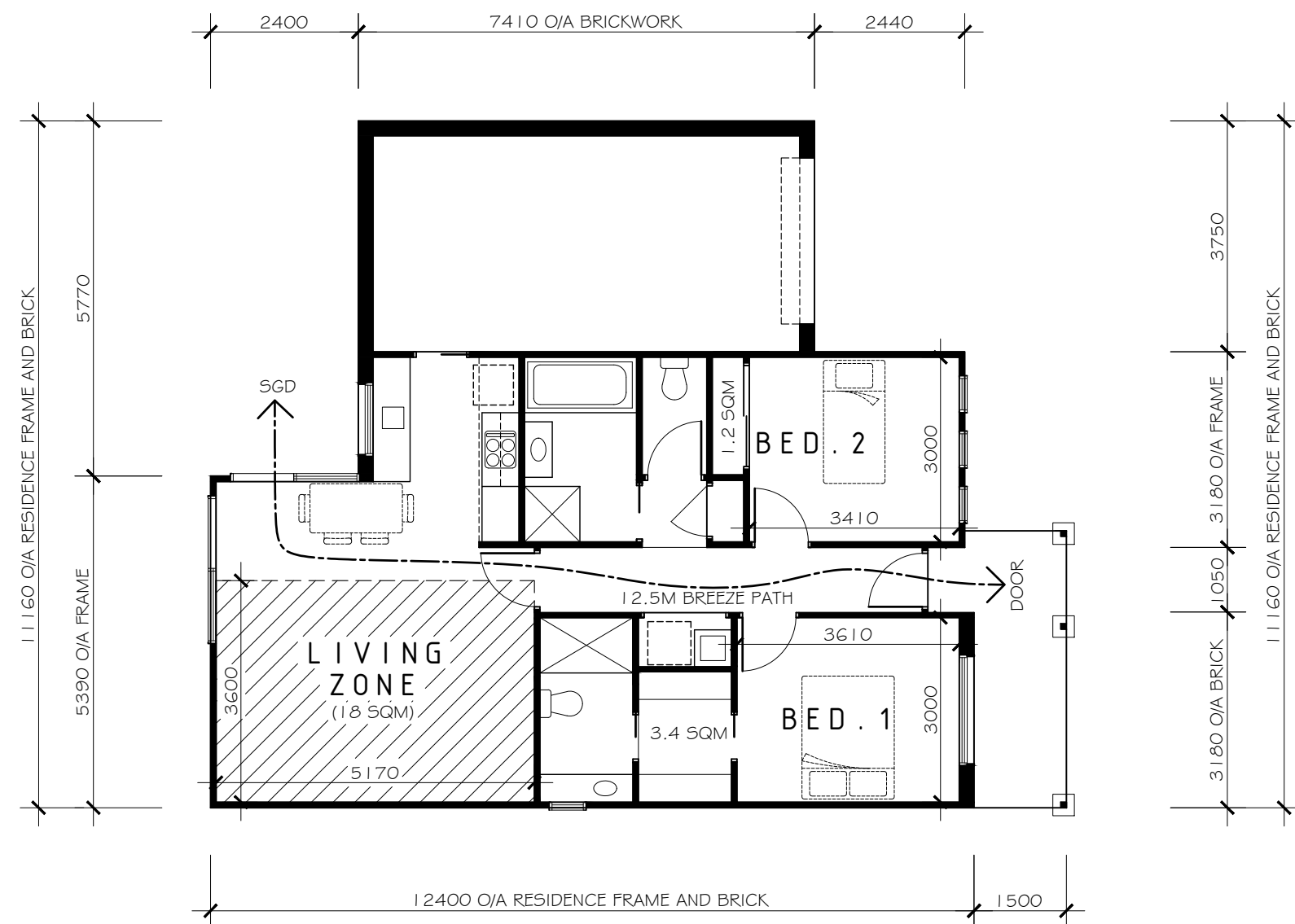
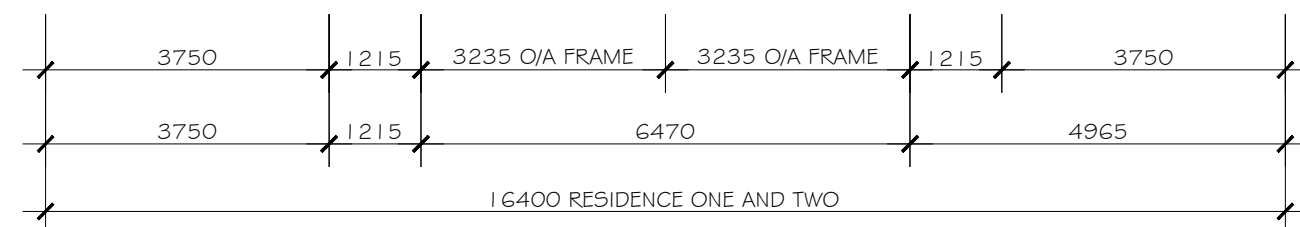
FELIX STREET

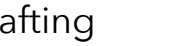
TORQUAY ROAD

PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	SHEET: CANOPY TREE PLAN DETAIL			DATE: 15/05/2026	AMMENDMENT: COUNCIL RFI / CHANGES	A2 SHEET SIZE	Bellarine Building Design and Drafting	
	FOR: [REDACTED]						IDEAS TO REALITY PTY LTD ABN 53 128 251 721 POST - POBOX 110 PORTARLINGTON VICTORIA 3223 EMAIL - IDEASTOREALITY@OUTLOOK.COM JAMES WATSON RBP DP-AD 28346 PHONE 0407 35 33 56	
AT: 267 TORQUAY RD, GROVEDALE, VICTORIA	SCALES: 1:100	CHECKED: JW	DATE: 01-02-2026					
	JOB No.	SOIL CLASS:	SHEET No. 13 OF 14					
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CANOPY AREA ONTO SITE

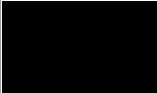
DEEP SOIL AREA

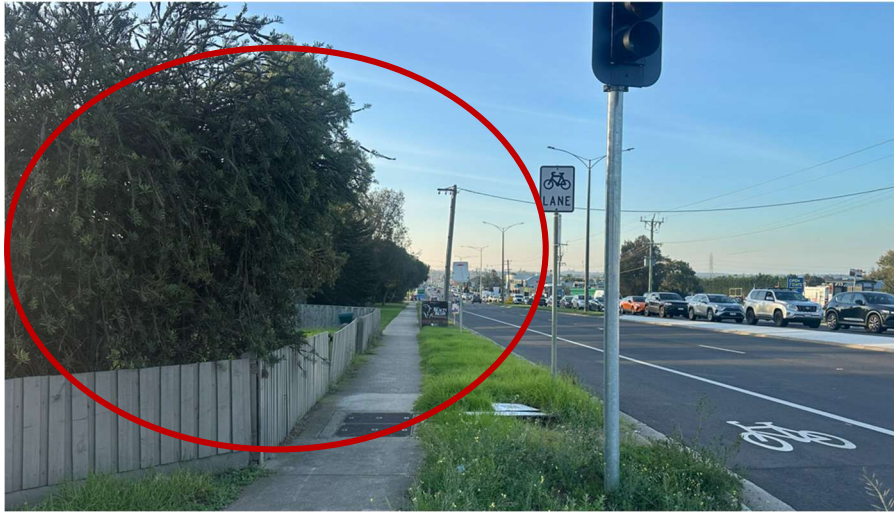


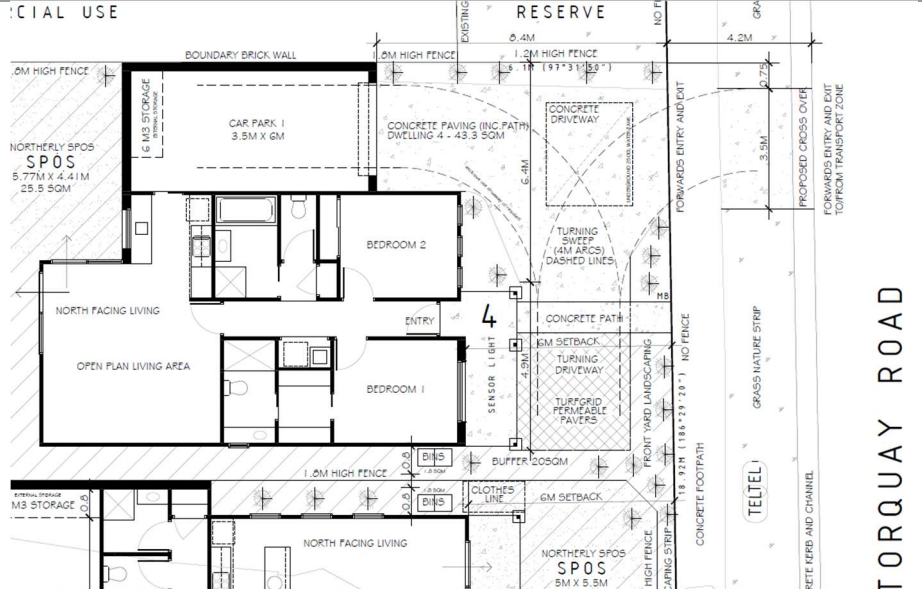
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT		SHEET: CLAUSE 55.03-7 & 55.03-10		DATE: 15/05/2026	AMMENDMENT: COUNCIL RFI / CHANGES	Bellarine Building Design and Drafting IDEAS TO REALITY PTY LTD ABN 53 128 251 721 POST - POBOX 110 PORTARLINGTON VICTORIA 3223 EMAIL - IDEASTOREALITY@OUTLOOK.COM JAMES WATSON RBP DP-AD 28346 PHONE 0407 35 33 56 www.IdeasToReality.com.au 
AT: 267 TORQUAY RD, GROVEDALE, VICTORIA		FOR: [REDACTED]				
SCALES: 1:100		CHECKED: JW	DATE: 01-02-2026			
JOB No.		SOIL CLASS:	SHEET No. 14 OF 14			

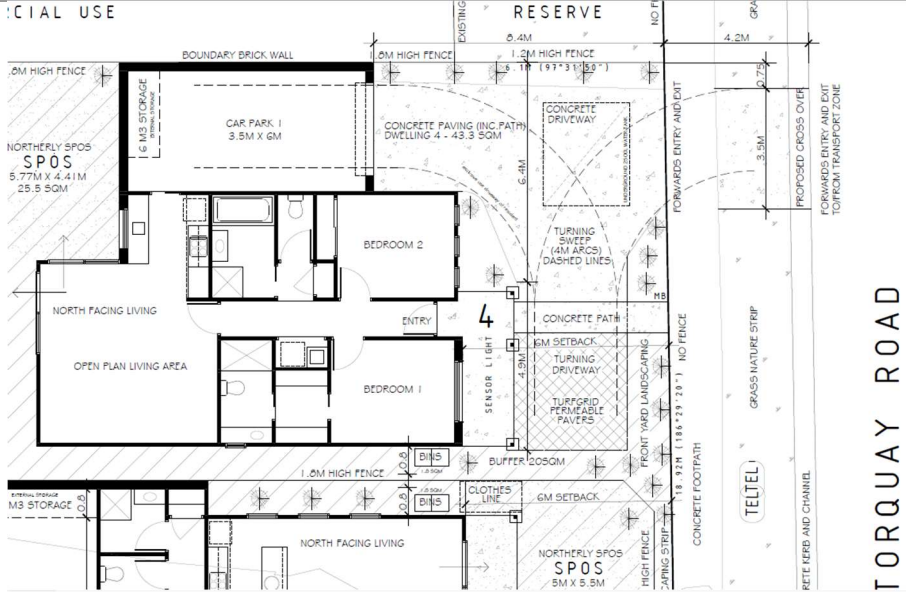
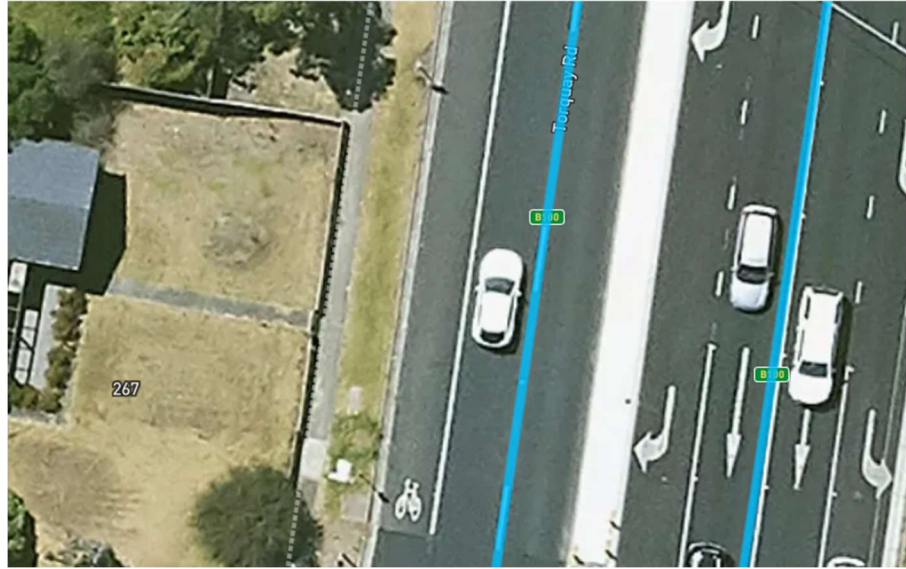
AUDIT FINDINGS & RECOMMENDATIONS

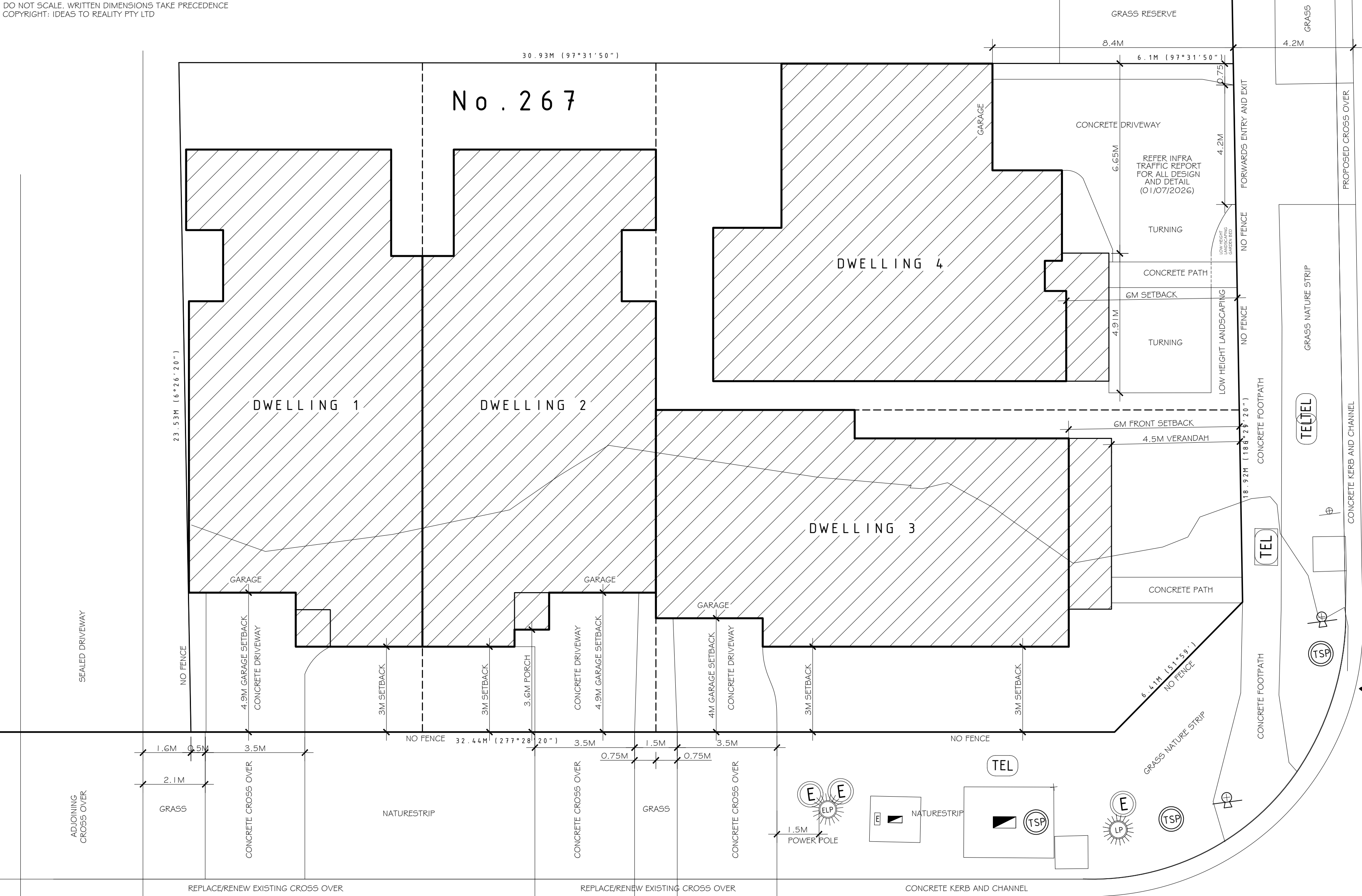
TABLE 1: AUDIT FINDINGS

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	While the provision of an on-site turning area facilitates forward entry and forward exit movements, there remains a potential for this arrangement to be compromised in practice. For example, visitor parking on the driveway or households with more than one vehicle may result in situations where vehicles are required to reverse onto Torquay Road. At present, it is unclear how the forward entry and exit requirement would be managed or enforced to ensure ongoing compliance with the intended access arrangement.	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.		



TORQUAY ROAD

26.00

Access Site Plan

REFER INFRA TRAFFIC REPORT FOR SWEEP PATHS AND SIGHT LINE ASSESSMENT AND DETAIL
REFER RED SQUARE TRAFFIC AUDIT REPORT FOR ALL SITE ASSESSMENT DETAIL

FELIX STREET

PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	SHEET: ACCESS/TRAFFIC REPORT SITE PLAN			DATE:	AMMENDMENT:	A2 SHEET SIZE	Bellarine Building Design and Drafting	
	FOR: [REDACTED]			15/05/2026	COUNCIL RFI / CHANGES		IDEAS TO REALITY PTY LTD ABN 53 128 251 721 POST - POBOX 110 PORTARLINGTON VICTORIA 3223 EMAIL - IDEASTOREALITY@OUTLOOK.COM JAMES WATSON RBP DP-AD 28346 PHONE 0407 35 33 56	
AT: 267 TORQUAY RD, GROVEDALE, VICTORIA	SCALES:	CHECKED:	DATE:					
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