Development Engineer Referral Response

Date of Referral Response: 6 November 2023

Referral Officer Name: Christopher Thompson – 9562 1645

DA Number, Address and Proposal:

DA-2022/237
[NOTE – THESE CUMULATIVE COMMENTS ARE FROM THE ORIGINAL D.A. – COMMENTS ON LATEST PLANS START AT PAGE 15]

Integrated Development - Demolition of existing structures and construction of a seven (7) storey mixed-use development comprising retail uses, hotel accommodation, food and drink premises, roof-top recreation, basement carparking and tree removal
277 The Grand Parade RAMSGATE BEACH NSW 2217

Traffic, Parking and Access:

The development comprises Tourist and Visitor accommodation (Hotel) on levels 2-6, retail premises (supermarket, small shops and food and drink premises) on GFL, level 1& level 2. There is also a function centre on level 2. The traffic report undertakes its assessment based on the below numbers and uses;

2.2 Proposed Development

It is proposed to demolish the existing building and excavate the site to provide basement levels and a level building platform. The proposed new 7 level building will comprise:

Retail		Hotel	F&B
Supermarket	2,920m^2	- 104 rooms	1,800 m^2
Specialty	339m^2	- Front & Back of House	
-		- Function area	

F&B is assumed to be the food and drink premises on level 1? Here it is quoted at 1800m2 whereas later in the traffic report its stated as 740m2? See below snippet from traffic report:

Council's DCP specifies the following parking requirements in regard to the proposed development:

Retail, Restaurants	1 space per 40m^2
Accommodation	Not specified
Hotel	(Refer to RTA Guidelines)
3 – 4 Star Hotel	1 space per 4 rooms

Application of the above criteria would indicate the following:

Hotel	104 rooms	26 spaces
Retail	3,259 m^2	82 spaces
Restaurant	705 m^2	18 spaces
	Total:	**126 spaces**

This conflicting information along with other various factors (traffic report states development is 3-4 star hotel whereas SEE states 5 star hotel) make the traffic report inaccurate.

Hotel:
The Rockdale Development Control Plan (2011) specifies the parking requirement for a Hotel development shall be in accordance with the parking rates outlined in the RTA Guideline to Traffic Generating Development 2002 of which the best comparison is section 5.5.3 Hotels - tourist:

Parking provision.

Based on a modal average from survey results, the suggested hotel parking rate is similar to the current Sydney City Council Parking Code, which is 1 space per 5 rooms for a 5 star international hotel. The above requirement excludes the parking demand generated by other hotel functions such as conference activities.

The survey also recorded more driving trips for 3 and 4 star hotels. The provision recommended therefore is 1 space per 4 bedrooms in 3 and 4 star hotels.

Coach movements.

The same survey showed coach movements vary significantly. Most of the coach pick up and set down activities were conducted at the main entrance of the hotel. It is suggested that an adequate coach lay-by be incorporated at the hotel entrance and on-site coach parking be provided. A minimum of two spaces is recommended.

Taxi facilities.

A large proportion of hotel guests and conference patrons were recorded arriving by taxi. The survey findings indicated that the derived demand for taxi use to hotels is given by the relationship of 1 taxi trip per hour per 10 hotel rooms. The relationship provides an indication for the provision of taxi pick-up and drop off facilities.

This equates to the following:

- *1 car parking space / 5 rooms for 5 star hotels*
  1 car parking space / 4 rooms for 3 and 4 star hotels
  (Note: The SEE states the development is for a 5 star hotel)
- *1 taxi trip per hour per 10 hotel rooms – for 104 rooms this equates to 11 taxi trips per hour, so 2 taxi pick-up/drop-off spaces with a time limit of 10 minutes each will satisfy the taxi pikc-up/drop off requirements.*
- *2 coach pick-up and set-down spaces.*
  (Note 1: Size of a coach is defined equivalent to Heavy Rigid Vehicle (HRV) in AS2890.2)
  (Note 2: A porte-cochere must be provided at ground level to accommodate taxi and coach pick-up/drop-off.)

For a 104-room 5-star hotel (described in SEE as 5 star hotel), 21 car parking spaces are required along with a porte-cochere accommodating 2 taxis spaces and 2 coaches. If 2 coach spaces can't be accommodated, council will accept a reduction to 1 coach space.

It is agreed that the hotel day spa, hotel office, hotel gym, and hotel yoga studio are ancillary aspects to the hotel which do not generate a separate demand for parking.

The traffic report outright states the 340m2 function area is an ancillary aspect to the hotel which doesn't require additional parking, whether this should be supported or not needs further analysis.

There is a 400m2 restaurant proposed on this hotel level (lvl 2) which is completely ignored by the traffic report. Its assumed that the applicant proposes this as another ancillary aspect to the hotel. Again, whether or not this should be supported needs further analysis.

Overall, the development proposes excess hotel parking which is not supported unless counted as GFA. The plans do not make it clear whether there is a pick-up/drop-off area propsoed or not. The development needs to be provided with a pick-up/drop-off area.

Function Centre:

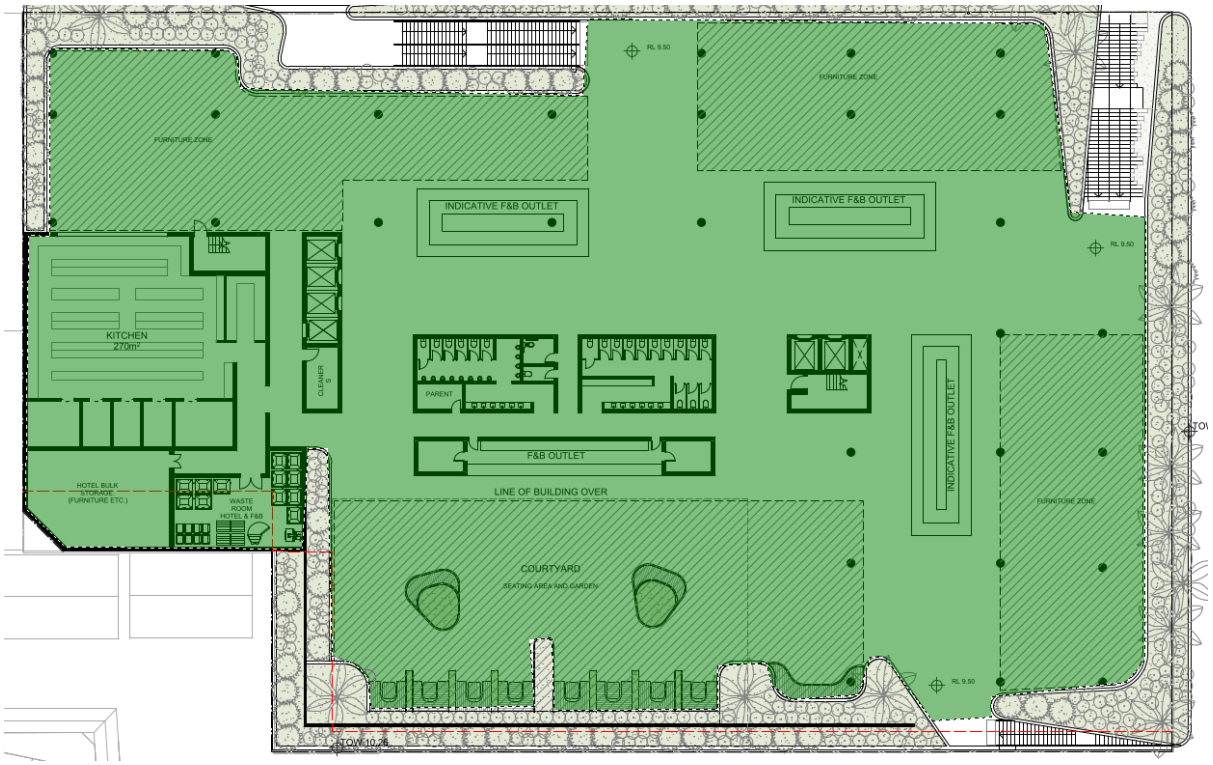
The traffic report indicates that the function centre is an ancillary aspect to the hotel. This has been favourably considered for small function centres in the past that are essentially “meeting rooms”. See DA-2019/233 which approved 163m2 GFA of ancillary “meeting rooms” spread over 4 rooms and DA-2021/450 which approved 101.8m2 GFA of ancillary “meeting rooms” spread over 3 rooms. These two DA’s are located in a highly accessible area and it was agreed that the small function rooms were ancillary to the hotel, therefore no additional parking was considered necessary.

In contrast this development is in an inaccessible area and proposes a very large (340m2) function space in a single room (with a large outdoor function area adjacent), which is considered to be extensive enough to not be considered an ancillary aspect to the hotel. Therefore, it is not considered to be ancillary to the hotel and will generate its own separate demand for parking.

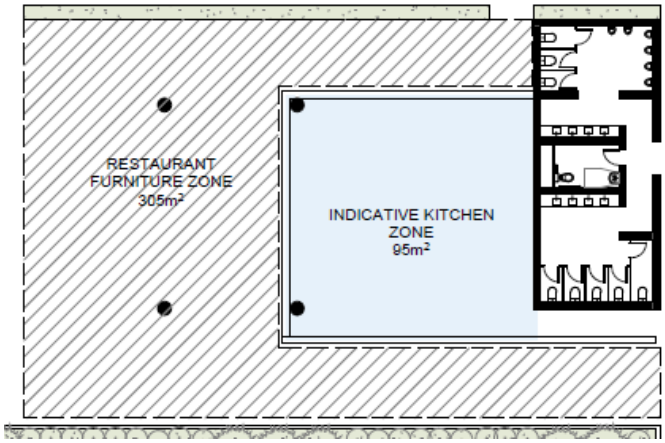
The Rockdale Development Control Plan (2011) specifies the parking requirement for function centre shall be in accordance with the function room parking rates outlined in the RTA Guideline to Traffic Generating Development 2002. The RTA guide to traffic generating development doesn’t have a parking rate for a function centre so a parking study is necessary to determine the parking demand for the function centre.

Retail Premises (Shops, Supermarket and Food and Drink Premises/Restaurant/F&B):

The Rockdale Development Control Plan (2011) specifies the parking requirement for retail premises at 1 space per 40m2. On the ground floor there is a total of 339m2 of small shops GFA and 2920m2 of supermarket GFA. On level 1 & 2 the restaurant/food and drink premises extent is not clear, the traffic report quotes two numbers of 1800m2 for F&B (Food and beverage?) and 705m2 for restaurant, its not clear how either of those numbers was calculated. On level 1 it is considered that the whole level (3663m2) is used for the purposes of a food and drink premises (shown below):



There is also a 400m2 restaurant proposed on level 2:



Food and drink premises isn't directly given a parking rate in the DCP however, it forms part of the retail premises definition in the LEP and hence is subject to the retail premises parking rate in the RDCP (1 space per 40m2).

food and drink premises means premises that are used for the preparation and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following—

(a) a restaurant or cafe,

(b) take away food and drink premises,

(c) a pub,

(d) a small bar.

Note—

Food and drink premises are a type of ***retail premises***—see the definition of that term in this Dictionary.

retail premises means a building or place used for the purpose of selling items by retail, or hiring or displaying items for the purpose of selling them or hiring them out, whether the items are goods or materials (or whether also sold by wholesale), and includes any of the following—

(a) (Repealed)

(b) cellar door premises,

(c) food and drink premises,

(d) garden centres,

(e) hardware and building supplies,

(f) kiosks,

(g) landscaping material supplies,

(h) markets,

(i) plant nurseries,

(j) roadside stalls,

(k) rural supplies,

(l) shops,

(la) specialised retail premises,

(m) timber yards,

(n) vehicle sales or hire premises,

but does not include highway service centres, service stations, industrial retail outlets or restricted premises.

Note—

Retail premises are a type of ***commercial premises***—see the definition of that term in this Dictionary.

Parking Calculations:

The entire 7322m2 retail premises component of the development (supermarket, shops + food and drink premises) generates a demand for parking of 184 spaces based on the 1 space per 40m2 parking rate.

NOTE: The appropriate parking rate large format single retail tenancy (supermarket - Coles) is probably not well represented by the 1 space per 40m2, but rather approx. 1 space per 25m2 GFA in line with the commentary for supermarkets found in the RTA Guide to traffic generating developments (for supermarkets exactly it is 42 spaces per 1000m2 GFA). However, there is limited ability to pursue a higher rate given the RDCP locks in a lower rate.

Bicycle and Motorcycle Parking:

The bicycle parking requirement for the retail premises and restaurant in this development is 1 space/200m2 GFA with 15% to be accessible by visitors. For the entire retail premises aspect (7322m2) 37 bicycle parking spaces are necessary with 15% of these (6) to be accessible by visitors. There are 31 bicycle parking spaces proposed on basement level 2. Need 6 bicycle parking spaces at ground level to satisfy the visitor bicycle parking aspect. The staff facilities (assumed to be EOT facilities) are provided which is acceptable.

The motorcycle parking requirement is 1 space per 20 car spaces, given 184 retail/food and drink spaces are proposed 10 motorcycle spaces is necessary. The plans show 12 motorcycle parking spaces split over basement levels 1 & 2 which complies.

Employee Parking:

The estimated number of employees for each component of the development should be detailed and an appropriate amount of parking should be reserved for employees. A workplace “green” travel plan shall be provided with aims to reduce the travel mode of people travelling to work by car.

Accessible Parking:

Access report incorrectly does an assessment against the Botany Bay DCP 2013, the Rockdale DCP 2011 is the applicable DCP for this site. This needs to be corrected.

Hotel (class 3 building) has 104 rooms which requires 6 accessible rooms as per the Disability (Access to Premises Buildings) Standards 2010 which forms part of the BCA/NCC.

Sole-occupancy units	Not more than 2 *required accessible sole-occupancy units* may be located adjacent to each other Where more than 2 *accessible sole-occupancy units* are *required*, they must be representative of the range of rooms available
If the building or group of buildings contain:	To and within:
1 to 10 *sole-occupancy units*	1 *accessible sole-occupancy unit*
11 to 40 *sole-occupancy units*	2 *accessible sole-occupancy units*
41 to 60 *sole-occupancy units*	3 *accessible sole-occupancy units*
61 to 80 *sole-occupancy units*	4 *accessible sole-occupancy units*
81 to 100 *sole-occupancy units*	5 *accessible sole-occupancy units*
101 to 200 *sole-occupancy units*	5 *accessible sole-occupancy units* plus 1 additional *accessible sole-occupancy unit* for every 25 units or part thereof in excess of 100
201 to 500 *sole-occupancy units*	9 *accessible sole-occupancy units* plus 1 additional *accessible sole-occupancy unit* for every 30 units or part thereof in excess of 200
more than 500 *sole-occupancy units*	19 *accessible sole-occupancy units* plus 1 additional *accessible sole-occupancy unit* for every 50 units of part thereof in excess of 500

The hotel currently has 45 car parking spaces allocated to it on the plans.

Table D3.5 Carparking spaces for people with a disability

Class of building to which the Class 7a building or carparking area is associated	Number of accessible carparking spaces required
Class 1b and 3	
(a) Boarding house, guest house, hostel, lodging house, backpackers accommodation, or the residential part of a hotel or motel.	To be calculated by multiplying the total number of carparking spaces by the percentage of: (a) accessible sole-occupancy units to the total number of sole-occupancy units; or (b) *accessible* bedrooms to the total number of bedrooms; and the calculated number is to be taken to the next whole figure.

There are 6 accessible SOUs required and provided in the development, 104 rooms and 45 car spaces provided in total. 45*6/104 = 2.6 = 3 accessible parking spaces required. The development provides only 2 which does not comply. However, the 45 parking spaces currently allocated to the hotel is in excess of the requirements outlined in the DCP which is not supported. Therefore, when you revise the calculation to account for the number of spaces required the result is 21 spaces (1 space per 5 rooms) which changes the calculation to be 21*6/104 = 2 spaces. So, in reality (on the assumption the applicant reduced the hotel parking provision to 21 spaces) 2 spaces are required.

For the retail/supermarket, accessible parking needs to be provided at a rate of 1 space per 50 spaces or part thereof. 153 spaces are allocated to retail/restaurant which means 4 accessible parking spaces are required. There is a total of 6 proposed which is greater than the minimum required, probably worthwhile reducing to comply with the legislation.

Loading/Unloading:

Rockdale Technical Specification Traffic, Parking and Access stipulates that hotels with less than 200rooms shall have 1 Van and 1 MRV loading bay. The drawings appear to indicate that the truck loading bay on GFL will be shared by all uses on the site which therefore means the 1MRV loading bay for the hotel can be accommodated there. There is a dedicated hotel van loading dock on B1 and 2 additional hotel van loading bays on B2 which appears to be overkill.

Number of Rooms	Service Bays Required			
	VAN	SRV	MRV	LRV
0-199	1	-	1	-
200-399	1	-	1	1
400-599	1	1	1	1
600 and over	1	2	1	1

Table 3.3 Service Bays Required for Hotel/Motel Development

The retail quantum in this development is quite large (3259m2 deliberately outlined as retail premises on the ground floor). There is also a significant food and drink premises (restaurant) propsoed which the LEP also defines as a type of retail premises, so the GFA associated with the restaurant will also be included in the calculation of loading unloading requirements. Therefore, there is a total of 7322m2 of retail GFA which requires 3 Van, 2 SRV, 2 MRV, 1 LRV (HRV) and 1 AV. The development does not comply with this.

Gross Floor Area (m²)	Service Bays Required				
	VAN	SRV	MRV	LRV	AV
0-199	1				
199-999		1			
1,000-2,999	1		1		
3000-4,499	1	1	1		
4,500-5,999	2	1	1		
6,000-8,999	3	2	2	1	1
9,000-14,999	5	3	3	1	1
15,000-26,999	6	3	3	2	2
27,000-39,999	8	3	4	3	2
40,000 and over	Subject to study				

Table 3.2 Service Bays Required for Office/Retail/Business Development

food and drink premises means premises that are used for the preparation and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following—

(a) a restaurant or cafe,

(b) take away food and drink premises,

(c) a pub,

(d) a small bar.

Note—

Food and drink premises are a type of ***retail premises***—see the definition of that term in this Dictionary.

Parking Facility Design:

The following matters are required to be addressed:

- A porte-cochere (pick-up/drop-off area) must be provided to accommodate pick-up/drop-off movements. It must be designed to accommodate the forward entry and exit for coaches (12.5m long HRV vehicle as denoted by AS2890.2:2018) including the required 4.5m headroom clearance.
- Swept path analysis is to be provided for the 12.5m long HRV coach vehicle (as denoted by AS2890.2:2018) entering and exiting the site.
- A queueing analysis is to be provided.
- As per AS/NZS2890.1:2004, the publicly accessible areas of the car park shall be designed as a user class 3A, the hotel spaces shall be provided as user class 2 and the employee parking spaces shall be provided as user class 1-1A. This was generally complied with.
- Queuing analysis to be provided. Location of control points (boom gates) to be shown. A modern ticketless system should be utilised with a minimum of 2 hours free parking for the publicly accessible parking for the retail premises should be provided.
- Access to parking facility doesn't comply with table 3.1 of AS/NZS2890.1:2004.

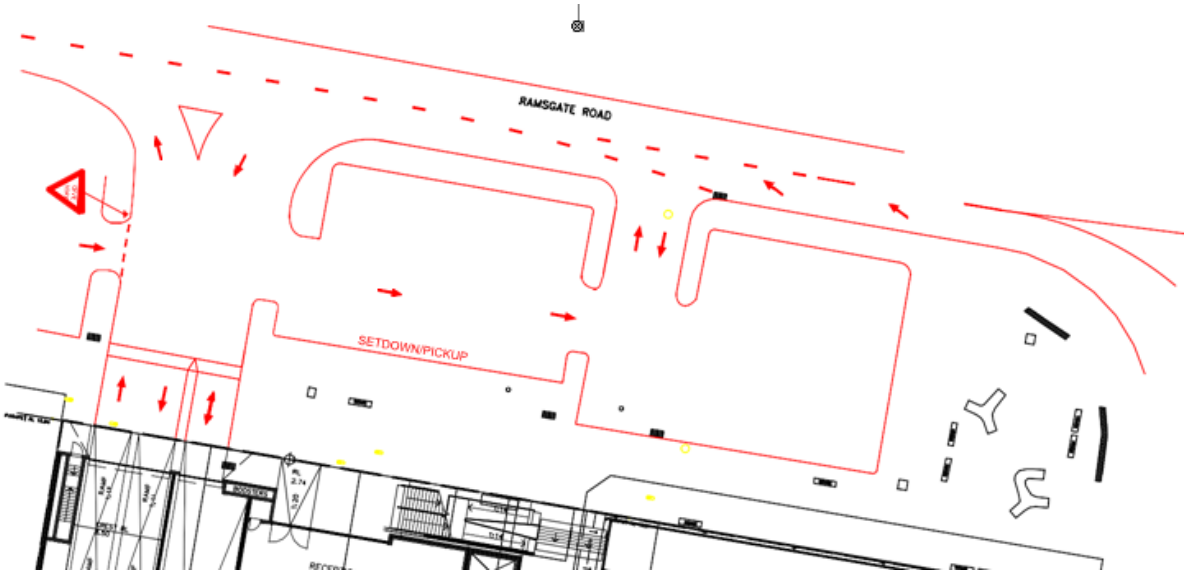
- Plans shall clearly show the allocation of car parking spaces to each respective use proposed in the development.

Relationship with Public Domain:

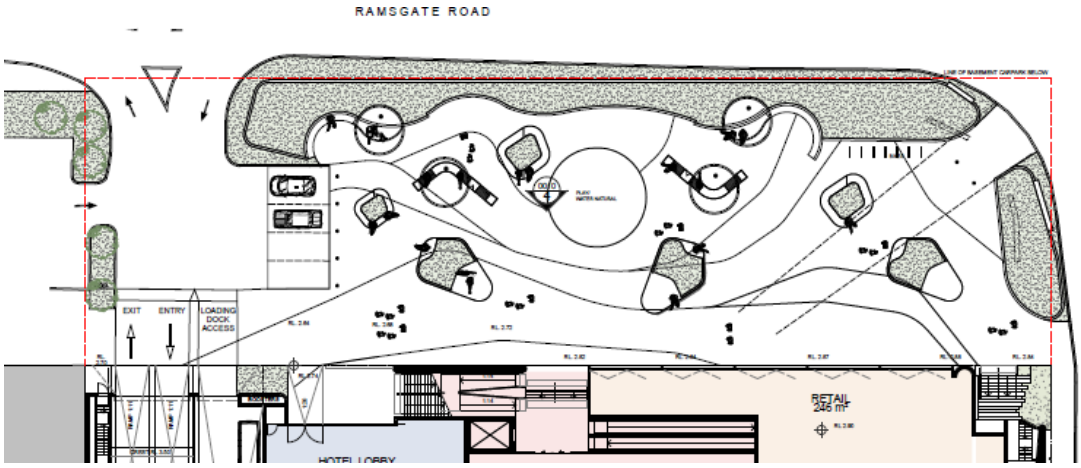
- Any lost public parking as a result of this development to be provided within basement for public use.
- The proposed changes to vehicular entrances from Ramsgate Road require further assessment. The vehicular entrances need to be checked that they can accommodate the swept paths of a 12.5m long HRV vehicle (largest vehicle to enter/exit the site).
- A porte-cochere needs to be provided for pick-up/drop-off and that will change how this development relates to the public domain.
- It needs to be investigated to have the basement car parking access redesigned to remove the conflict between pedestrians and vehicles. The Ramsgate Road frontage of this site experiences heavy pedestrian traffic. Therefore, the access point and ramp to the basement should be located within road reserve fronting the site to remove the need for vehicles to cross over the footpath. The loading dock will only experience infrequent vehicular movements and hence it can retain a crossing over the footpath as currently proposed.

VEHICULAR ACCESS & COUNCIL CAR PARK DESIGN - EXISTING:

VEHICULAR ACCESS DESIGN & COUNCIL CAR PARK - PROPOSED:



VEHICULAR ACCESS DESIGN & COUNCIL CAR PARK - VPA:



Potential VPA:

- There is potential for a VPA to be executed between the developer and council to convert the frontage of the site from at grade parking to an open plaza with two levels of parking provided within public land for council to use. This would increase the parking provision from approx. 200 spaces to approx. 400 spaces.

BTDAC Minutes:

BTD22.029 DA-2022/237, 277 The Grand Parade, RAMSGATE BEACH
Integrated Development – Demolition of existing structures and construction of a seven (7) storey mixed-use development comprising retail uses, hotel accommodation, food and drink premises, roof-top recreation, basement carparking, public domain works and tree removal.

Committee recommendation

1 That the changes to the public car park fronting the site (from the Alfred Street roundabout and the site frontage) are not supported without further detailed analysis. Traffic modelling shall be provided for the public car park entry/exit points (from the Alfred Street roundabout to the site frontage).

2 That entry/exit points need to result in no queuing on the road network.

3 That entry/exit points from the public car park should be consolidated where possible (e.g., investigate the potential removal of the entry from Alfred Street).

4 That the circulation within the public car park including the rationalisation of entry/exit points requires further consideration and design.

5 That the precise use of the upper levels (i.e., is a club/pub proposed or not?) needs to be defined and the extent of GFA clarified to accurately assess the parking provisions required. Consideration should be given to the use of a 1 space per 25m2 parking rate for the large format retail (supermarket) instead of RDCP parking rate (given 1 space per 25m2 better reflects the parking demands of a supermarket). Furthermore, the large function centre (340m2) is considered to generate a demand for parking on its own.

6 That a pick-up/drop-off area (e.g., porte-cochere) for 12.5m long HRV coaches and taxis/ubers needs to be provided in a form that is satisfactory to Council.

7 That the primary entry/exit point for the underground parking be investigated to avoid conflicts with east-west pedestrian movements. This can be achieved by ramping down into the basement earlier (within the public domain) rather than having passenger vehicles cross over the footpath.

8 That any lost public parking spaces be provided within the basement of the development for the public to use.

Response to planner traffic and parking questions:

Related to Plans

1. B2 (and B1) – Disabled car spaces make sense for shoppers – what about 2 for hotel – should be close to the hotel lobby lift rather than Coles? Shouldn't southern ones on B2 be flipped to the north? (E)

The applicant has deliberately separated the car park into two distinct portions retail premises/food and drink premises parking & Hotel parking (the two distinct parking areas will be separated by boom gates on B2 so the general public cannot access the hotel parking spaces). This is the reason why the 2 hotel accessible spaces are located so far away from the hotel lobby.

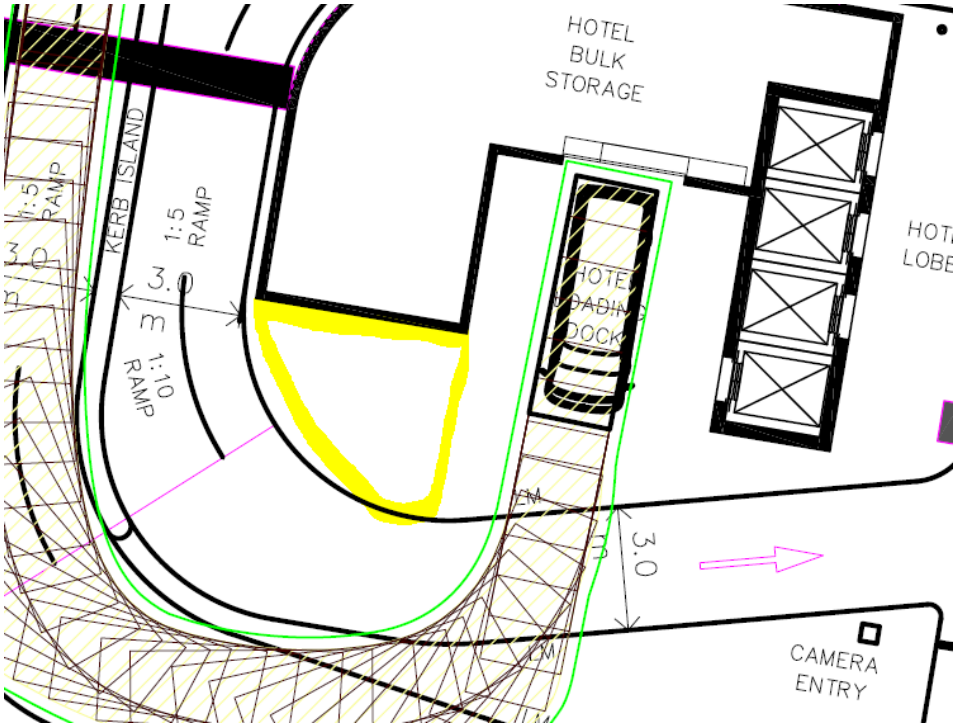
The two hotel van loading spaces on basement level 2 do not appear to have much purpose (the hotel already has a van loading space proposed on b1) so these could be converted into accessible parking space(s) for the hotel to provide accessible parking spaces in close proximity to the lift.

4. B2 What allowance has been made for pier thickness in design and does it accord with geotech advice and site conditions/aberations? (A)

This would be subject to detailed design at CC stage however, a preliminary analysis could request info from applicant now.

5. B1 – Hotel loading dock – can the truck mount the kerb? Sight lines do not seem safe due to conflicts with cars on ramp/entering car park? (E)

There is no truck visiting this level, only a large van. A van is similar to a passenger car and shouldn't have any real difficulty traversing the parking facility. Sightlines don't appear to be an issue since the loading dock is mostly visible due to significant splay. No issues raised.



5. Is there any change to the footpath on TGP/VPA – bus stop poor? (A)

Councils standard approach is to require the developer to upgrade the entire frontage of new redevelopments. A public domain upgrade of The Grand parade frontage will be required, a new bus stop could be provided as part of these public domain upgrades.

13. Does the 40-60mm predicted increase in flood levels adjoining the site occur after accounting for the 100m3 tank or before? If before, what is the impact/reduction? If after, what is the impact avoided if there was no such tank? (A) (E)

Agreed – request info from applicant.

14. Has the flooding analysis considered the impacts of dewatering – where will dewatering waters be directed and how may this impact flooding from the waters dispersed and the reduced ground water holding capacity? (A)

Site dewatering (removal of groundwater from excavation) has no relation to flooding. Dewatering will be discharged to a council pit connected to councils drainage system after being treated on-site to required water quality standards. Further geotech/hydrogeological analysis might be required by Water NSW – check with Water NSW.

15. Is the depth to bedrock known – is the recommended piering 7m below lowest slab for based on known conditions as the soil profile logs seems to indicate no bedrock at this level? (Geotech pg. 9 and borehole logs). (A)

Bedrock is likely very deep, could be almost 20m deep. Suggest request info from Geotech engineer final "tanked" basement design may rely on using cut-off walls down to bedrock.

16. As consent from a landowner is needed for anchoring, what is the solution if such approval is not given? The geotech seems to favour internal bracing (pg. 8) – is this intended/should it be mandated? Condition

We have a standard condition for such works in neighbouring land, see below:

20370 - Use of Neighbouring Properties and Roadways for Support

Prior to the issue of the Construction Certificate, if neighbouring properties or roadway are to be utilised for excavation support, the legal rights of any adjoining properties must be respected including for permanent and temporary excavation supports. In this regard the written permission of the affected property owners must be obtained and a copy of the owner's consent for excavation support or other material in adjacent lands must be lodged to the Principal Certifier.

Where excavation support materials are proposed to be used in public land, an application must be made to Council for approval under Section 138 of the Roads Act 1993, via a permit application. The submission would need to be supported by an engineering report prepared by an Engineer registered with the National Engineering Register (NER), with supporting details addressing the following issues:

a) Demonstrate that any structures will not adversely affect public infrastructure, and the proposed supports within the road reserve are of adequate depth to ensure no adverse impact on existing or potential future service utilities in the road reserve. All existing services must be shown on a plan and included on cross sectional details where appropriate.

The report must be supported by suitable geotechnical investigations to demonstrate the efficacy of all design assumptions.

REASON

To ensure landowner's legal rights are protected and that damage to adjoining land is minimised.

20. Traffic – how has the assumption that "*It is reasonable however, to assume that because the floorspace will increase by some 38%, the peak traffic generation will increase by some 20%*" been arrived at and how was the existing traffic generation established as the traffic counts don't seem to show traffic movements into the site? (A) (E)
21. Provide sensitivity analysis of a matching % increase in supermarket traffic (and for other assumptions, eg. 70% occupancym, separate traffic generation to specialty retailing given a Local Centre/ other destinations) for traffic/intersection performance. (A) (E)
22. Summarise the change in peak LoS and AVD pre and post development in 1 table with sensitivity analysis. (A)(E)

Agreed, please request info from the applicant.

24. Was bus/coach traffic and access to the hotel considered? (A) (E)
25. Have electric charging points been considered (useful given length of stay shopping). (A) (E)
26. The parking assessment shows 126 spaces are needed (Council's DCP) and 204 are proposed. Has the addiitonal parking been included in GFA given the GFA definition? (A)(E)

No Bus/coach traffic and access to hotel was considered.

No EV charging points propsoed, will be requested.

Council parking assessment differs from applicants parking assessment. In any event, excess parking is calculable GFA.

8. How does Coucnil handle sea level rise – RL 3.5 not high. Covenant/not warrant tidal surge etc? Engineer
9. Ramsgate Road – a regional road – is that one managed by the State or Council as the road authority? Affect being Integrated Development? No

This property is not impacted by sea level rise.

Ramsgate Road is a Regional Road, The Grand Parade is a Classified Road. No S138 concurrence required from TfNSW, section 138 concurrence is required from council for changes to road in Ramsgate Road.

RFI - Traffic, Parking & Access:

Hotel Car Parking Provision:

a) The DCP stipulates that hotel development are to comply with the RTA guide to traffic generating developments parking rate, the most appropriate parking rate for this 5 star tourist hotel is 1 parking space per 5 rooms (21 spaces). The proposed 45 parking spaces is more than the required parking provision (24 spaces excess). The number of spaces allocated to the hotel shall be reduced to 21 spaces otherwise the additional parking spaces will be calculable GFA.

   The hotel day spa, office, gym, and yoga studio are ancillary aspects to the hotel which do not attract their own parking demands however, the function centre and restaurant proposed on level 2 have a considerable size and are not considered to be ancillary aspects of the hotel. Therefore, the restaurant and function centre on level 2 are considered to attract their own separate demand for parking.

   A pick-up/drop-off area (porte-cochere) needs to be provided for the hotel component of the development, for this scale of development 2 HRV coach bays and 2 taxi bays are required, however council would be willing to accept the provision of just 1 HRV coach bay. The development shall be revised to accommodate this pick-up/drop-off facility.

   Function Centre Car Parking Provision:

b) The Rockdale Development Control Plan (2011) does not specify a parking requirement for function centre shall be in accordance with the function room parking rates outlined in the RTA Guideline to Traffic Generating Development 2002 or a parking study is necessary to determine the parking demand for the function centre.

Retail premises (Shops, Supermarket and Food and Drink Premises/Restaurant/F&B) Car Parking Provision:

c) The Rockdale Development Control Plan (2011) specifies the parking requirement for retail premises at 1 space per 40m2. On the ground floor/B1 there is in total 3259m2 GFA of retail premises (shops and supermarket). For level 1 the assessment made in the traffic report is not clear, the traffic report quotes two numbers of 1800m2 for F&B and 705m2 for restaurant, it's not clear how either of those numbers were calculated. The entirety of level 1 requires a defined use, just labelling this area as F&B is not acceptable. The actual defined use of level 1 must be confirmed by the applicant. For the purposes of this preliminary assessment, it is considered that the entirety of level 1 has a proposed use of 'Food and Drink premises' which forms part of retail premises definition in the LEP of which council has a parking rate for (1 space per 40m2).
There is also 400m2 on level 2 being used for a restaurant.
Overall, a total of 7,322m2 of retail premises GFA is proposed which requires a 184 parking spaces (pending confirmation of level 1 use). The proposed 159 parking spaces does not comply and needs to be increased to comply.

Accessible parking:

d) The current development requires 3 accessible parking spaces for the hotel and provides only 2 which does not comply. However, if the number of parking spaces allocated to the hotel is reduced to 21, only 2 accessible parking spaces will be required.

e) The accessible parking spaces for the hotel shall be located adjacent to the hotel lift.

f) For the retail aspect, accessible parking needs to be provided at a rate of 1 space per 50 spaces or part thereof. 153 spaces are allocated to retail/restaurant which means 4 accessible parking spaces are required. There is a total of 6 proposed which is greater than the minimum required.

Loading and Unloading:

g) Rockdale Technical Specification Traffic, Parking and Access stipulates that retail premises with a GFA between 6000-8999m2 (this development has 7,322m2 proposed) requires 3 Van, 2 SRV, 2 MRV, 1 LRV (HRV) and 1 AV. The development does not comply with this. This non-compliance needs to be justified by the applicant.

h) Rockdale Technical Specification Traffic, Parking and Access stipulates that hotels with less than 200rooms shall have 1 Van and 1 MRV loading bay. The development proposes a shared truck loading dock (that can accommodate an MRV) and essentially 3 Van spaces spread over basement 1 and 2. The two "hotel loading 2.7x5.4m" spaces (essentially Van loading bays) on basement level 2 are surplus to the hotel loading/unloading requirements and would be better reallocated to the retail uses for their sole use.

Employee Parking:

i) Given the scale of the development an appropriate % of the required parking provision needs to be allocated to staff. The estimated number of employees for each component of the development should be detailed.

j) A workplace "green" travel plan shall be provided in order to encourage staff to make good use of public transport, cycling, walking and car sharing for commuting work related journeys and reduce car based travel demand by staff. The plan shall include, but not be limited to, the following:

- Encourage staff to cycle and/or walk to the workplace;
- Encourage staff to use public transport to travel to workplace;
- Adopt car sharing and /or car pool scheme;
- Provide priority parking for staff with car pool;
- The plan needs to include clear and time bound targets, actions, measurements and monitoring framework;
- Provide bike storage area and end-of-trip facilities in the convenient locations;
- Develop Transport Access Guides (TAGs) to Roads and Maritime Services (RMS) requirements for staff and visitors about information on how to reach the site via public transport, walking or cycling.

Bicycle Parking:

k) As per the RDCP2011, this development requires a total of 37 bicycle parking spaces of which 15% of these (6) to be accessible by visitors. There are 31 bicycle parking spaces proposed on basement level 2. An additional 6 bicycle parking spaces (security level C from table 1.1 of AS2890.3:2015) need to be provided at ground level for visitors.

Parking Facility Design:

l) The vehicular access point to the basement car parking access needs to be redesigned to remove the conflict between pedestrians and vehicles. The footpath on the Ramsgate Road frontage of this site experiences heavy pedestrian traffic. Therefore, the access point and ramp to the basement should be located within road reserve/public car park fronting the site to remove the need for vehicles to cross over the footpath. The loading dock will only experience infrequent vehicular movements and hence it can retain a crossing over the footpath as currently proposed.

m) All required parking for the retail premises (Shops, Supermarket + food and drink premises) shall be provided as a consolidated single car park that is accessible to the public. Full details of the method of operation of the car park (POM) shall be provided (boom gate locations, free time period (e.g., min 2 hours), ticketed or ticketless system etc).

n) A porte-cochere (pick-up/drop-off area) must be provided to accommodate pick-up/drop-off movements. It must be designed to accommodate the forward entry and exit for coaches (12.5m long HRV vehicle as denoted by AS2890.2:2018) including the required 4.5m headroom clearance. It's unclear if part of the loading dock is proposed to operate as a pick-up/drop-off area (area with 3 mini vans adjacent to hotel?) or is it proposed to utilise the new parallel spaces in the public domain as the pick-up/drop-off area? This requirement needs to be clearly resolved in the design of the development and any potential public domain works/planning agreement in the frontage.

o) A queueing analysis is to be provided.

p) Access to parking facility doesn't comply with table 3.1 of AS/NZS2890.1:2004, the development shall be revised to comply with the standard.

q) Plans shall clearly show the numbering and allocation of car parking spaces to each respective use proposed in the development (retail can be grouped together).

r) Any lost public parking as a result of this development to be provided within basement for public use to ensure there is no lost public parking as a result of this development.

s) The proposed changes to vehicular entrances from Ramsgate Road require further assessment (see the minutes of the BTDAC meeting). The vehicular entrances need to

be checked that they can accommodate the swept paths of a 12.5m long HRV vehicle (largest vehicle to enter/exit the site).

Traffic Generation:

t) The traffic impact assessment appears to have major shortcomings in how it determines the traffic generation for the land uses proposed and is not supported. A supermarket and a hardware store are not considered like for like. The below issues need to be addressed:

i. The traffic impact assessment shall analyse traffic data of similar sized supermarkets (Coles/Woolworths) or use the supermarket traffic generation rates from the RTA guide (138-155 peak vehicle trips per hour per 1000m2). The GFA of the specialty retail shall be properly considered in the traffic impact assessment.

ii. The assessment for 'Food and Beverage" is not well founded and is not considered to be 'passing trade' or have a negligible traffic generation. The F&B use is for a food and drink premises and hence a study of a similar developments will need to be provided to councils satisfaction or the restaurant trip generation rates in the RTA guide can be used.

iii. Once the accurate traffic generation numbers for the supermarket and restaurant use are revised to council satisfaction, all traffic modelling needs to be re-done to understand the true impacts of the development on the surrounding intersections.

BTDAC:

u) Applicant shall address the comments made by the BTDAC.

UPDATE 06/11/23:

The development has 122 hotel rooms, 527.9m2 GFA retail, 2583.4m2 GFA supermarket, 1951m2 of restaurant/F&B seating area and 450m2 GFA function room. It's not clear how the area (m2) of the restaurant, F&B and function room areas were determined. The applicant proposes a parking rate of 1 space per 40m2 for the function room which is not justified. The amended plans have 33 hotel spaces and 183 retail/restaurant/F&B spaces.

It's possible for all the retail, supermarket, restaurant, F&B and function room car parking spaces to be all located in a single ticketed/LPR time-controlled car park. Some overlap of parking demands and sharing of parking is also possible but requires more detailed justification. Generally insufficient information has been provided to determine the acceptability of on-site car parking provision. See breakdown of carparking provision below:

Component	Required	Provided	Compliance
Retail (527.9m2)	1 space per 40m2 GFA = 14 spaces	183	Not fully resolved
Supermarket (2583.4m2)	1 space per 25m2 GFA = 104 spaces		
Restaurant/F&B (1951m2)	1 space per 40m2 GFA = 49 spaces		
Function room (450m2)	Unresolved (applicant proposes 1 per 40m2 which is not sufficiently justified)		
On-site parking to replace lost public parking spaces	Not shown or calculated by applicant		
Total of the above	167 (not fully resolved)		
Hotel (122 rooms)	1 space per 4 rooms = 31 spaces	33	Yes (excess)

Applicants parking assessment:

PROJECTED FUTURE OFF-STREET PARKING REQUIREMENTS			
Use	**Proposed Yields**		**Parking Required**
Specialty Retail	528m²	1/40m²	13.2 spaces
Coles Supermarket	2,583m²	1/25m²	103.3 spaces
Hotel Lobby GF	225m²	n/a	n/a
Restaurant Kitchen/Services L1	469m²	1/40m²	11.7 spaces
Restaurant Seating Area L1	1,482m²	1/40m²	37.1 spaces
Hotel Lobby & Function Space L2	450m²	n/a	n/a
Bar & Restaurant L2	229m²	n/a	n/a
Gym L2	173m²	n/a	n/a
Hotel	102 rooms	1/4 rooms	30.5 spaces
TOTAL PARKING REQUIRED			**195.8 spaces**

The required pick-up/drop-off area for the hotel is at least 1 x12.5m long HRV coach bay and 2 taxi bays can only really be provided in the public domain. Council is generally supportive of this aspect being provided in the public domain along with a lot of other public domain changes required to facilitate the development.

Below are the minutes of the 09/08/2023 BTDAC meeting outlining council officers' position on the proposed changes to the road reserve.

BTD23.016 277 The Grand Parade RAMSGATE BEACH NSW 2217

Integrated Development - Demolition of existing structures and construction of a seven (7) storey mixed-use development comprising retail uses, hotel accommodation, food and drink premises, roof-top recreation, basement carparking, public domain works and tree removal

Committee recommendation:

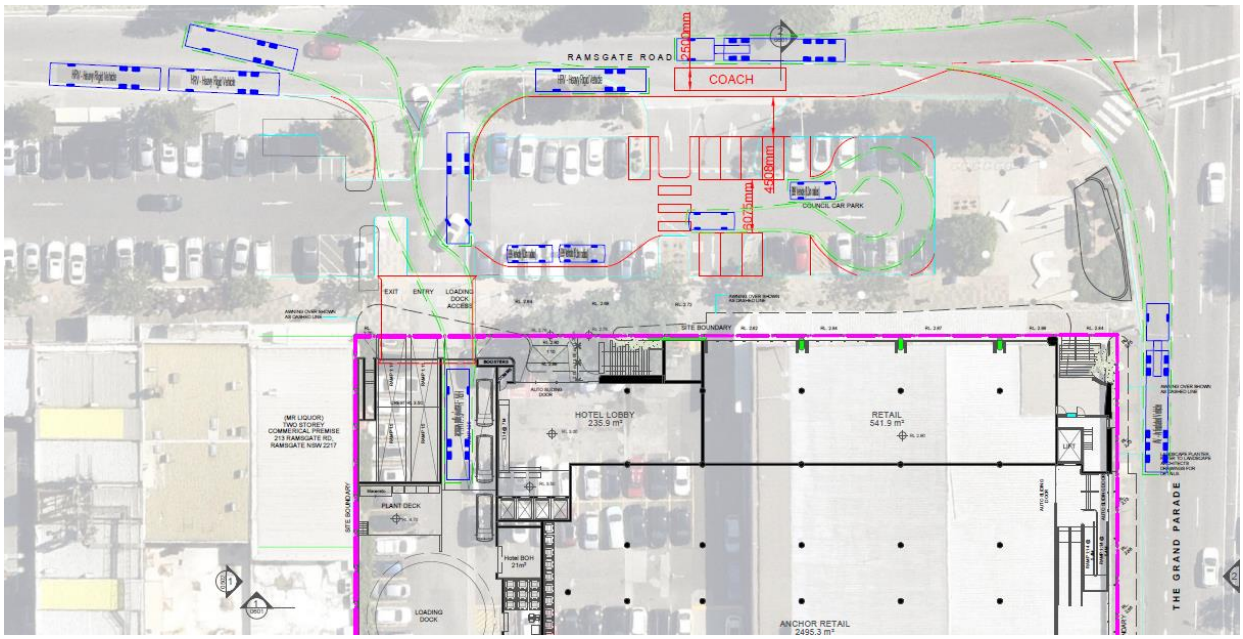
1 That comments be obtained from TfNSW on the proposed options (in particular the reconfigured slip/merging lane and coach pick-up/drop-off on Ramsgate Road). Council's preference is option 2.

2 That the parallel pick-up/drop-off spaces adjacent to the hotel entry not be supported as the hotel pick-up/drop-off spaces could be provided in the coach pick-up/drop-off area.

3 That comments be obtained from the State Bus Transit Authority on the impacts of the widened driveway on the existing bus zone. To facilitate the development, parts of the existing bus zone will need to be converted to no-stopping to facilitate vehicle movements.

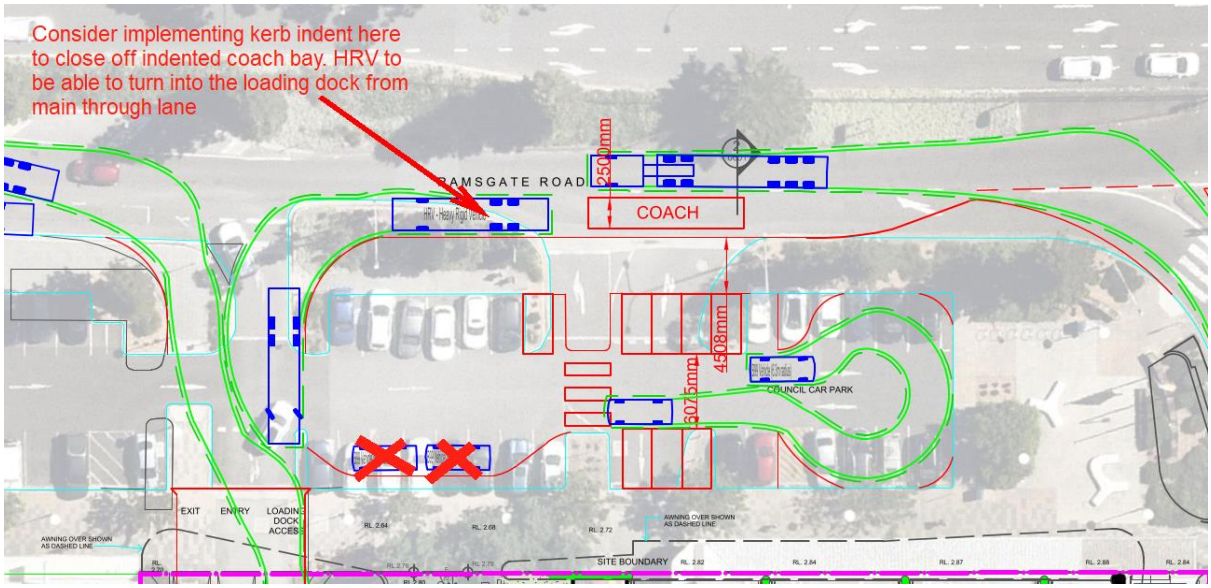
4 That the turning head be supported given there will be no net loss of on-street parking noting that the removal of the existing driveway provides more on-street parking and excess parking spaces provided in the basement.

It is noted that the BTDAC comments were not addressed in the amended road design submitted to Council:

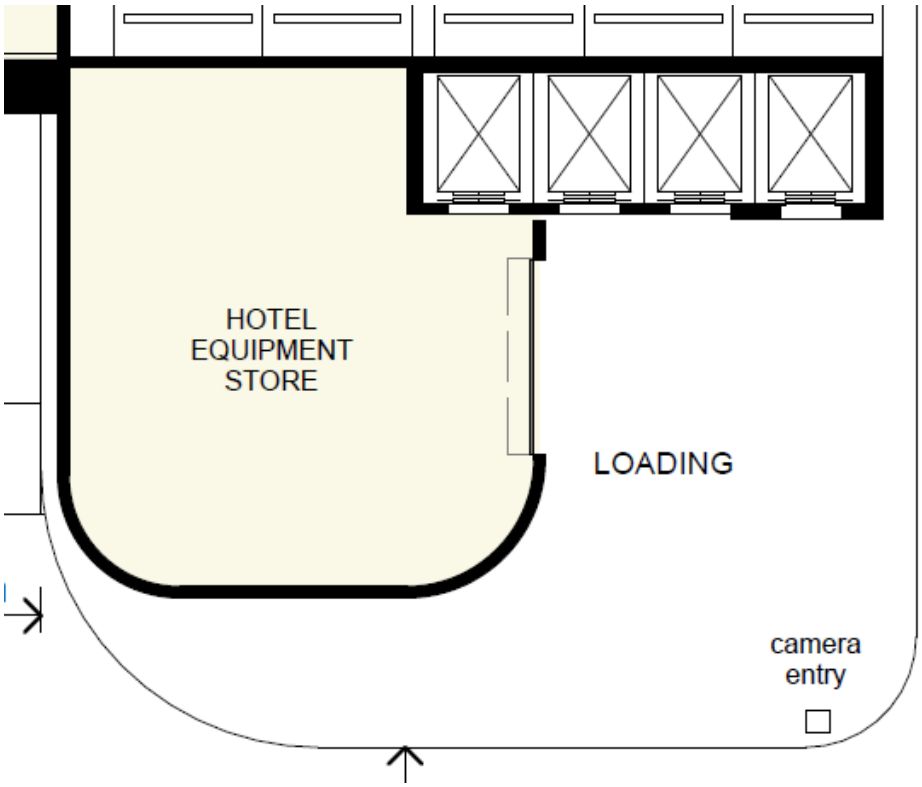


Furthermore, given Ramsgate Road is a Classified Regional Road and The Grand Parade is a classified State Road, approval from TfNSW is required for all works to the road reserve fronting the site. This approval has not been obtained and given the late submission of the traffic report, no time was available to send a referral to TfNSW to obtain their concurrence.

The engineering comments made on 25/09/2023 (23/275608) were not fully addressed.



The loading for the hotel still occurs in front of lifts which is not a good outcome.



Overall, there still are large critical unresolved elements of the proposed development.

Stormwater Management:

Site is located in a downstream location of the catchment that is significantly flood affected. Furthermore, the site is essentially directly discharging into the ocean via the councils ocean outfall pipes connected to The Grand Parade. Therefore, OSD can be exempted because it will not provide much benefit. Provision for flood storage tank system is be accommodated for instead of an OSD tank system to reduce flood impacts of the development.

Development proposes 300kl rainwater tank. Extremely limited details provided in drawings.

The water quality improvement system purely relies on the rainwater tank to address pollutant reduction targets. How a single rainwater tank could possibly address all pollutant reduction targets is disputed. Trafficable roof areas are being drained to the rainwater tank which in principle is not supported however, given the limited actual non trafficable roof areas available (most roofs in this development are trafficable areas with only a very small non-trafficable lift overrun/plant room roof on the highest level) in order for a proper outcome to be achieved some trafficable roof areas will have to drain into the rainwater tank. There will need to be pit inserts (gully pit insert/basket) provided in the pits in the trafficable areas to remove gross pollutants and suspended solids (or some other device).

Basement needs to be fully tanked and waterproofed due to high groundwater table and marine sand soils.

The overall quality of the civil plans is so poor that no proper assessment can be made. No sections or details were provided. Based on the overall area (60m2) provided for the flood storage tank (100m3) and rainwater tank (300m3) there is no possible way for the entire system to work within the area provided. It will result in a tank that needs to be 6.7m deep and if it were to be located just below the ground floor slab (RL 3.5m AHD) it would extend to a depth of RL -3.2m AHD which is lower than the B2 slab level.

RFI Stormwater Management:

v) The submitted stormwater management documentation (civil works plans and civil design report) are not supported by council in their current state due to the significant design shortfalls present as detailed below:

i. The water quality improvement system relies purely upon a rainwater tank to address pollutant reduction targets which is not supported.

ii. Most of the roof areas in this development are trafficable areas which are typically not permitted to drain to a rainwater tank. Despite this, the development proposes to drain trafficable roof areas into the rainwater tank without any treatment prior to entering the rainwater tank which is not acceptable. The design will need to be revised to remove gross pollutants and suspended solids from the trafficable roof areas by including pit inserts (gully pit insert/basket) within the pits in the trafficable areas along with a GPT provided prior to trafficable roof areas discharging into the rainwater tank.

iii. The MUSIC modelling incorrectly details each catchment as mixed which is not correct given each catchment is 100% impervious. Catchments need to separated based on being either 100% impervious non-trafficable roof or 100% impervious trafficable roof being similar to “sealed road”. A soft copy of the MUSIC modelling is to be provided to council for review.

iv. The civil works plans have insufficient detail to allow for a complete and thorough assessment, a set of stormwater concept plans is to be submitted with a far greater level of detail including sections, specifications, stormwater management on all levels shown, proper set of roof plans etc.

v. Based on the overall area (60m2) provided for the flood storage tank (100m3) and rainwater tank (300m3) there is no possible way for the entire system to feasibly work within the area provided. It will result in a tank that needs to be 6.7m deep and if it were to be located just below the ground floor slab (RL 3.5m AHD) it would extend to a depth of RL -3.2m AHD which is lower than the B2 slab level. The plans need to clearly show how the stormwater and flood management system will work including demonstrating how water within the rainwater tank will be re-used (all toilet flushing and landscape irrigation).

vi. The details and qualifications of the author of the civil works plans and civil design report need to be submitted, with qualifications compliant with section 9.4.2 of Rockdale Technical Specification Stormwater Management. Furthermore, Councils stormwater concept plan certification needs to be submitted with the plans https://www.bayside.nsw.gov.au/sites/default/files/2020-06/Stormwater%20Concept%20Plan%20Certification.pdf

w) No pump-out shall be used to drain seepage from the basement due to the elevated water table level. That is the basement structure must be designed as a “fully tanked” structure. The pump-out can only be utilized to dispose stormwater runoff that may enter the basement carpark from driveway access to the basement.

x) All surface runoff in the basement and the ground floor internal driveways shall be directed through a propriety oil and sediment filtration system prior to discharge. Details of the pit type, location, performance and manufacturer’s maintenance and cleaning requirements shall be submitted.

UPDATE 06/11/23:

The development has not resolved the above-mentioned stormwater issues. It has not been demonstrated that the water quality pollution reduction targets have been met. The basement tanking design has not been shown. The designs of the flood storage tank need further work to demonstrate they will be functional and work as intended. The engineering

comments made on 25/09/2023 (23/275608) were not fully addressed. The floor levels have not been adjusted as required. Stormwater issues have not been resolved.

Floodplain Management:

1% AEP flood level is RL 3.30m AHD and PMF flood level is RL 3.30m AHD. Since PMF flood level is lower than 1% AEP flood level + 500mm freeboard, there is potential to reduce some areas floor level/crest level down to RL 3.30m.

I spoke to Pulak (Council Floodplain Engineer) and it was agreed (on merit) to permit the retail tenancy to have a minimum floor level set at RL 3.0m AHD (1%AEP flood level) and the hotel lobby and basement crest set at RL 3.30m AHD (PMF flood level) with the remainder of the development (supermarket, loading dock) set at RL 3.50m AHD. It should be noted that the flood impact assessment report incorrectly stipulates some areas (e.g. hotel lobby/retail) as non-habitable areas, this is incorrect and the correct definition of these areas is a habitable area.

Basement to be fully protected from floodwaters by physical measures (crest on any openings e.g., vehicular ramp & fire stairs).

From a preliminary review, they are proposing compensatory storage to reduce the negative flood impacts (40-60mm or more along the car park). Council does not permit any increase in flood levels as a result of developments greater than 10mm.

I could not find any flood impact maps including the mitigation option. Council will request the flood impact maps with the development plus the mitigation options.

100m3 of flood storage tanks are proposed in flood impact assessment report due to impacts being calculated to be a displacement of 100m3 of floodwaters. The report appears to indicate that the tank is proposed to be located below the 300m3 rainwater tank. Very limited details provided which is not supported. Flood impact assessment states that the flood storage tank will drain via a pump system which is not supported, it must be able to drain via gravity to councils inground stormwater system.

The flood risk management plan utilising the template in the flood advice letter is not appropriate for a development of this scale. A comprehensive flood risk management plan needs to be provided for the development.

RFI Floodplain Management:

y) Council will be willing to support (on merit) the retail tenancies with a floor level set at the 1% AEP flood level (RL 3.0m AHD) and the hotel lobby + basement crest level set at the PMF flood level (RL 3.30m AHD), anything lower than these levels will not be supported. The remainder of the GFL (supermarket & loading dock) should remain at RL 3.50m AHD.

z) The flood impact assessment report is to be updated to include the flood modelling (flood impact maps) with the development plus the mitigation measure (flood storage tank).

aa) There are extremely limited detailed provide for the design of the flood storage tank which is not supported. From the details provided it does not appear that the system will work when also having to account of the spatial requirements of the 300m3 rainwater tank located above the flood storage tank. Furthermore, the use of a pump system to empty the flood storage tank is not supported. The flood storage tank shall be designed to drain by gravity to council drainage system when the floodwaters recede. Overall, the current flood storage tank design is not supported at its present stage and shall be revised to council satisfaction. It's suggested to investigate providing the flood storage tank in a location along the front boundary of the site with more inlet pits provided to allow floodwaters to be easily captured along the frontage whilst still being able to empty out by gravity discharge to council underground drainage system.

bb) The flood risk management plan utilising the template in the flood advice letter is not appropriate for a significant development of this scale. A more comprehensive and development specific flood risk management plan needs to be provided for the development.

UPDATE 06/11/23:

The applicant has not provided the amended flood modelling as required and has not demonstrated a sufficient design and volume for the flood storage tanks. The applicant's response to RFI is not acceptable. The engineering comments made on 25/09/2023 (23/275608) were not fully addressed. The floor levels have not been adjusted as required. Flooding issues have not been resolved.

Other Matters:

The submitted access report does an assessment against the Botany Bay DCP 2013 which is incorrect, the Rockdale DCP 2011 is the applicable set of planning controls for this site. This needs to be corrected.

UPDATE 06/11/23:

The applicant has not addressed the neighbour's submission made on the geotechnical report. Its not clear whether an amended access report was submitted. Geotechnical issues are considered to not be fully resolved.

Recommendation:

The development application should not be approved (reasons provided above).

Conditions of Consent:

N/A