Attachment A - Table identifying the Department's email dated 13 February 2024

Item	Department's email dated 13 February 2024	Applicant's email submitted 16 May 2024	Department's comment on 24 May 2024	Applicant's package submitted 13 December 2024
1	Prepare two revised application packages, each comprising documentation addressing alternate drainage scenarios (one being to Racecourse Rd, the other being to Central Coast Hwy).	The applicant's email included: *We can advise that following further investigations, the development proposes to direct flows to Racecourse Road rather than through 61 Central Coast Highway, due to the unknown condition of the stormwater network downstream of this property and in the Central Coast Highway itself.*		A single and comprehensive application package has been prepared to reflect the chosen drainage scenario of directing flows to Racecourse Road, whilst incorporating all proposed traffic engineering measures and amendments. This is the package that was submitted for final determination on 13 December 2024.
2	The revised packages are to contain architectural- and civil-plans, as well as stormwater- and flooding- reports and other documentation, addressing the outstanding matters described in our letter dated 15 Sept 2023 (summary listed below) and containing the information listed in Jordan's email dated 11 Dec 2023 (summary also listed below). Each package should also clearly distinguish if their relevant drainage arrangement has implications for flood drainage and building design such as building materials, floor levels, egress positions and evacuation or shelter-in-place.	• Covering Letter (attached) • Appendix A - Response Statement to RFI matters 'Drainage and Sewer', 'Flooding', and 'Traffic, Access & Parking' prepared by Northrop (attached); • Appendix B – Updated Civil Engineering Package and Swept Paths prepared by Northrop; • Appendix C – Updated Flood Assessment Report and Emergency Plan prepared by Northrop; • Appendix D – Traffic Response Statement prepared by Seca Solution; • Appendix E – Revised Landscape Plans prepared by Site Image Landscape Architects; • Appendix F – Relevant Owners' Consents.	The information did not include: - Revised architectural plans - Other documentation addressing the outstanding matters described in our letter dated 15 Sept 2023 (ie Council's preliminary support, and vehicle ramp design). Refer to item 4 below. - Information listed in Jordan's email dated 11 Dec 2023 (ie revised architectural plans, traffic management plans, and updated draft plan of subdivision (easements)). Refer to item 5 below. The information did not address building materials, and egress positions and evacuation.	A single and comprehensive application package reflecting the chosen drainage scenario (directing flows to Racecourse Road) was submitted for final determination on 13 December 2024. The package includes: ▪ A fully updated and complete set of Architectural Plans under **Appendix 1**; ▪ A fully updated Flood Assessment Report under **Appendix 18**; ▪ Fully updated Civil Engineering Plans under **Appendix 20**; ▪ A fully updated Transport Impact Statement under **Appendix 21**, inclusive of a **Traffic Management Plan**; and ▪ A fully updated Flood Emergency Response Plan under **Appendix 33**.
3	Each package must also include all necessary information altogether: Each package must not rely on mixing and matching between each other, or mixing and matching between documentation submitted at earlier points in time over the course of the application.			A single and comprehensive application package reflecting the chosen drainage scenario (directing flows to Racecourse Road) was submitted for final determination on 13 December 2024 and is completely standalone.
4	Dept letter dated 15 Sept 2023 summary - Further stormwater assessment & plans (including civil plans) - Council feedback & response, and Council's prelim. support - Re-run hydrological model - Updated flood assessment - Updated emergency plan - Vehicle ramp design (entry angle, and single ramp between L01 & L02) - Swept paths - ~1A Racecourse Rd easement & landowner/s' consent (if applicable) - Updated landscape plans		The information did not: - Include Council's preliminary support. Refer to Attachment B table section 1.1.3 for further information. - Address vehicle ramp design (entry angle, and single ramp between L01 & L02). Refer to Attachment B table sections 3 and 4.1 for further information. The Department's email dated 13 February 2024 advised that the applicant's information package must not rely on mixing 'n' matching documents submitted earlier and now.	**Council support** has been sought, but not received in writing despite attempts for this confirmation. Please refer to the evidence supplied at **Appendix 20**. Council provided in-principle support during the meetings attended by DPHI. It is noted that Council will have a further opportunity to comment as part of a final review of this element. The vehicle ramp design is addressed within the fully updated Transport Impact Statement under **Appendix 21** (specifically Section 3.3.1), and the updated Swept Paths provided at **Appendix 20**.
5	Jordan's email dated 11 Dec 2023 summary - Revised architectural plans (including stormwater easement section plans) - Updated traffic report (including management plans and swept paths) - Updated draft plan of subdivision (easements) - Updated civil plans		The information did not include: - Revised architectural plans - Traffic management plans - Updated draft plan of subdivision (easements) The Department's email dated 13 February 2024 advised that the applicant's information package must not rely on mixing 'n' matching documents submitted earlier and now.	The full and comprehensive package submitted for final determination on 13 December 2024 includes: ▪ A fully updated and complete set of Architectural Plans under **Appendix 1**; ▪ A fully updated Subdivision Proposal Plan under **Appendix 4**; and ▪ A fully updated Transport Impact Statement under **Appendix 21**, inclusive of a **Traffic Management Plan**.

6	Jordan's email also proposed a consent condition. Should you continue to suggest this condition, the packages should reiterate this request and include supporting information, including further detail of 'Authority guidelines for flood impacts'.		The applicant's email and accompanying information did not address whether the consent condition continues to be proposed.	We further confirm that the condition previously discussed is proposed as follows: *"Prior to the release of a Construction Certificate, the applicant is to obtain approval from Council for a suitable stormwater strategy that includes:* *a. Demonstration that any impacts on or offsite are in accordance with Authority guidelines for flood impacts;* *b. Details of the stormwater drainage network both within the site as well as the connection point for stormwater discharging from the site to Council's network; and* *c. A Draft Plan of Subdivision that shows the release of existing easements and the creation of new easements to suit the proposed stormwater drainage network."* This is incorporated within the SEE at Section 1.3.4.

Attachment B - Table identifying the Department's Request for Additional Information dated 15 September 2023, the applicant's information emailed to the Department on 16 May 2023, and the Department's comments

Item	Department's request dated 15 September 2023	Applicant's information emailed 16 May 2024	Department's comment on 24 May 2024	Applicant's package submitted 13 December 2024
1 Drainage and Sewer				
1.1	The Department notes that Council do not support the proposed stormwater works that seek to divert existing stormwater flows towards Racecourse Road. Address the following:	Section 1 Drainage and Sewer is addressed by *Appendix A - Response Statement to RFI matters 'Drainage and Sewer', 'Flooding', and 'Traffic, Access & Parking' prepared by Northrop*		
1.1.1	○ provide further assessment of secondary stormwater flows, including those from Young Street entering the service road	a) The Flows approaching from Young Street have been assessed as part of the Local Catchment modelling prepared for the Flood Impact Assessment. The results presented demonstrate no adverse increase is observed at the Central Coast Highway. Please refer to the Flood Effects section of the report for further details.		
1.1.2	○ the Response Table submitted on 13 April 2023, and the 2nd Response Table and Enclosure 3 submitted on 26 June 2023, describe that liaison has been made with Council. Address specifically what Council's feedback was (including by describing what was Council's preferred option for dealing with **the existing easement and stormwater pipes**), and where this feedback has been explicitly included in the amended plans & documentation. This includes any further meetings held with Council after receiving this letter. (emphasis added 2024)	b) Council have provided in principle support during meetings facilitated by DPIE for the strategy to convey stormwater infrastructure through the building footprint as presented in the latest civil drawings. Please refer to the civil plans prepared by Northrop Consulting Engineers for further details, including typical section of the stormwater through the easement.	*Appendix A Northrop Statement* (repeated in *Appendix C – Updated Flood Assessment Report and Emergency Plan prepared by Northrop*) does not address 'existing easement and stormwater pipes'.	A single and comprehensive application package reflecting the chosen drainage scenario (directing flows to Racecourse Road) was submitted for final determination on 13 December 2024. The package includes: ▪ An updated Subdivision Proposal Plan under **Appendix 4**, which is also reflected within the fully updated and complete set of Architectural Plans under **Appendix 1**; ▪ A fully updated Flood Assessment Report under **Appendix 18**; ▪ Fully updated Civil Engineering Plans under **Appendix 20**; and ▪ A fully updated Flood Emergency Response Plan under **Appendix 33**.
1.1.3	○ provide a copy of Council's preliminary support for the proposed drainage and sewer works and for the creation/relinquishment of easements to drain water that benefit Council.	c) Council has provided in principle support during ongoing meetings facilitated by DPIE. DPIE representatives were included in these discussions. Please refer to the Civil Plans for further information with respect to the creation / relinquishment of easements.	This description within Appendix A does not form 'a copy of Council's preliminary support'. In addition, I recall that Council gave in-principle support towards conveying stormwater infrastructure through the building footprint, however I do not recall Council supporting changes to easements.	Council support has been sought, but not received in writing despite attempts for this confirmation. Council provided in-principle support during the meetings attended by DPHI. It is noted that Council will have a further opportunity to comment as part of a final review of this element. A copy of our attempts to attain Council support for the strategy is enclosed at **Appendix 20** of the comprehensive submission package dated 13 December 2024. Northrop has also attempted to contact Council officers directly on a number of occasions by phone, but without success.
1.2	Address Council's concerns that the relocation of drainage across the centre of neighbouring property 61 Central Coast Highway will burden this lot and limit its development potential.	The development proposes to direct flows to Racecourse Road rather than through 61 Central Coast Highway due to the unknown condition of the stormwater network downstream of this property and in the Central Coast Highway. As such, no additional drainage easements are proposed across 61 Central Coast Highway. It is further noted that the applicant for the subject DA is also the land owner of 61 Racecourse Road.		
1.3	As previously requested, clearly demonstrate that the proposed discharged stormwater from the development would not exceed the capacity of the Central Coast	The Central Coast Highway been considered as part of the Flood Impact Assessment, with modelling indicating no impact to flood levels in the highway, including the		

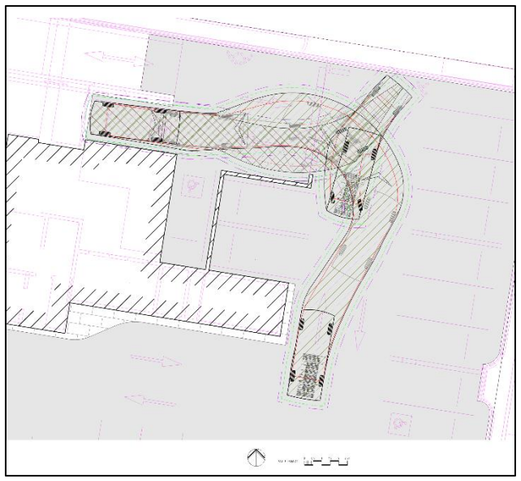
	Highway.	intersection with Racecourse Road. Please refer to the flood figures for additional information.		
2 Flooding				
2.1	Provide an updated Flood Assessment that:	Section 2 is addressed by *Appendix A Northrop Statement*		
2.1.1	○ regarding the proposed flood storage chamber: ▪ outlines how the chamber will be maintained, noting the difficulty of machinery to enter the chamber, and the anticipated level of performance long term ▪ assesses the safety risks of a new confined space including the potential access of small children and the impacts on performance of louvres/mesh proposed on the inlet ▪ discusses other options explored to avoid flow obstruction altogether	a) Chamber maintenance is expected to be performed using a similar methodology as per any other detention or storage tank, with access provided for cleaning/vacuum. Please refer to the Civil Plans prepared by Northrop Consulting Engineers for further details. b) Safety measures will be in place to ensure unwanted access is not possible. This includes the introduction of louvres (or similar) across the inlet and bolt down pit covers. A sensitivity test has been performed to review the impact blockage may have on the performance of the louvres/mesh across the chamber inlet. The results presented in the above Flood Storage Chamber Inlet section of this report suggests the design is not sensitive to blockage at this opening. Please refer to the Flood Storage Chamber Inlet section of this report for more details with respect to potential impacts on performance due to the louvres. c) Other options explored included suspension of the building, however, this created similar flood effects to those currently observed with a less favourable outcome from façade design and aesthetics perspective. Furthermore, slab on ground was reviewed and was observed to create adverse flood impacts on adjacent properties. This has been discussed with DPE and Council during subsequent meetings following receipt of the RFI.	a) The plans notate: *4m wide x 0.8m high opening to be provided to allow stormwater... Opening to be closed to public however permeable (louvres, mesh etc)* However, the plans do not show or outline any such maintenance methodology or procedure, or performance long term. b) The plans and report do not show any such louvres - The plans only notate '(louvres. mesh etc)': No safety measures have been shown.	The full and comprehensive package submitted for final determination on 13 December 2024 includes: ▪ Fully updated Civil Engineering Plans under **Appendix 20**; and ▪ A Stormwater Maintenance and Management Plan under **Appendix 34**. Marchese have incorporated the referenced opening within the updated Architectural Plans enclosed at **Appendix 1**. The updated Architectural Plans capture the changes required to the façade above the stormwater pipe. This incorporates a 4m clearance in the area above the stormwater pipe for any future maintenance, as agreed with Council.
2.1.2	○ addresses Council's comment that during the 1%AEP local catchment event there are flood impacts of greater than 100mm onto the neighbouring property resulting from this development and that there are flood impacts of up to 75mm during the 1%AEP Narara Creek event.	Updated flood modelling has been prepared herein. Flood effects have been reduced to be generally less than 20mm in the northern carpark at 1 Racecourse Road during the Local Catchment 1% AEP design storm event. No impact on existing Flood Planning Levels or hazard conditions are expected due to the increase. As such, the increase is not expected to create a significant adverse impact to the existing flood behaviour within this property. Please refer to the Flood Effects section of this report for further details.	Figure D2 in Appendix C maps that there is >10mm increase at the southwest of the subject site, but no affect immediately adjacent at neighbouring property 61 Central Coast Hwy. Please clarify whether there is a fence or other boundary obstruction existing, assumed or proposed. The Department notes that Appendix D figures show a climate change scenario, and there are increases to flood depth to the northern and southern adjoining properties and Racecourse Road.	The full and comprehensive package submitted for final determination on 13 December 2024 includes a fully updated Flood Assessment Report under **Appendix 18**. Of note are the following: ▪ Figure D2 at Appendix C generally shows a reduction in flood level offsite. ▪ Figure D2 shows a depth difference as a result of the design levels having been lowered along the south-western extent, which means the flood depth has been increased. As there is no increase in flood level at the adjacent property, there is no increase in flood depth. ▪ Floor levels are provided above the FPL. No sensitive goods would be stored below this level. The storage of sensitive/ perishable goods would ultimately be at the occupant's discretion, noting the extremely unlikely occurrence of a flood event exceeding the FFL. ▪ The building is to be designed to withstand forces from the PMF. It is noted that the flood depth and velocities will be higher in surrounding areas, with external vehicles

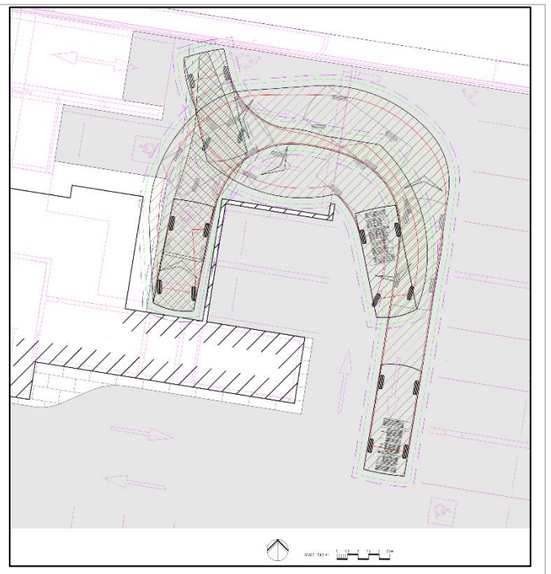
				and debris posing a more significant risk. The extremely unlikely occurrence of such a flood event should also be considered. ▪ This increase does not impact the hazard category of the adjacent site, nor does it flood an area that was previously flooded. It does not pose any increased risk to an existing development or property. Should any future development occur on the site, then the minor increase would not impact the required floor levels or the use of the lot. ▪ In summary, this very minor increase does not change the flood risk or extent of the property, and is considered insignificant when considering the flood controls of the adjacent property.
2.2	Provide an updated Flood Emergency Plan that addresses Council and BCD's concerns with the proposed shelter in place strategy and confirms the duration of isolation for residents in this scenario and the evacuation routes once the site is no longer isolated.	The FERP (Northrop, 2024), presented as Appendix E has been updated to include a review of the duration of inundation during each of the three flooding mechanisms presents the available evacuation route from the site. Please refer to the FERP (Northrop, 2024) presented in Appendix E for further information.	The FERP includes Table 3 Flood Response Actions Summary. This summary includes: a) Prior to Flooding: Coordinate **Evacuation Drills** twice per year (minimum) b) Limit Access to Racecourse Road / Central Coast Highway: Notification trough PA c) Vertical Evacuation: **Seek refuge on site**. d) Vertical Evacuation: **Communicate decision for residents to seek refuge in their Units.** This may through activation of an alarm system or direct notification. e) Vertical Evacuation: Staff to seek refuge in upper levels of the facility. The Department requests: a) Clarification whether evacuation drills will be made to all building occupants, including residents, tenants and visitors. b) & d) Clarification whether PA systems will be installed in residential units. c) & e) Clarification where staff shall seek refuge on site. The Department notes that the building includes services rooms and a gym but no common room. The FERP also describes: *All sensitive goods which are susceptible to damage from flood waters or, if exposed to floodwaters would have significant ramifications to the surrounding area, must not be stored below the Flood Planning Level (i.e. 2.59m AHD). The first floor level is above the PMF level and is therefore considered the most appropriate place to store goods which are sensitive to water.* The Department requests clarification as to what shall constitute sensitive goods. The Department notes that the ground floor includes: 1. A café that would include perishable goods. 2. A vehicle showroom that is below the Narara Creek and Local Catchment PMF. The Department notes the danger associated with floating vehicles.	The full and comprehensive package submitted for final determination on 13 December 2024 includes a standalone and updated Flood Emergency Response Plan under **Appendix 33**. This confirms that Flooding Evacuation Drills will be made available to all building occupants; and that staff would seek refuge within the proposed gym. The FERP has been updated to reflect this. Marchese also confirm that the public address system will be installed in all units. All residents and hotel apartments are located above the 1% AEP and PMF levels. As such, on site refuge is recommended for all residents and hotel guests during a rare or extreme flood event. Staff and visitors of the commercial premises located on Level 00, within reach of a rare or extreme flood event are to seek refuge on higher levels of the building. The Flood Safe Kit will provide the required access keys for these patrons to have access to the gym on Level 03. Note this will only be for hotel staff, coffee shop employees/patrons and car showroom employees and shoppers. A condition of consent is proposed to ensure the inclusion of an appropriate toilet facility within the gym on Level 3. Please refer to Section 1.3.4 of the SEE. The building is otherwise designed to withstand flood forces and debris impact in the PMF to facilitate this approach. Building products will be used to withstand flood forces. Building will be largely impervious (glass and façade) with inundation expected to be at a lower rate. Flooding entering building low velocity. Floating vehicles will have low momentum. Nay risk from vehicles significantly less than the risk posed from vehicles in road network and surrounding commercial areas. All sensitive goods which are susceptible to damage from flood waters or, if exposed to floodwaters would have significant ramifications to the surrounding area, must not be stored below the Flood Planning Level (i.e. 2.59m AHD). The first floor level is above the PMF level and is therefore considered the most appropriate place to store goods which are sensitive to water.

2.3	Respond to BCD's request for the hydrological model to be re-run using appropriate loss rates as previously requested by BCD.	A sensitivity test to review possible changes in flood levels due to the assumed hydrological parameters has been prepared herein. The results suggest the catchment is not sensitive to the assumed initial and continuing losses. Please refer to the Hydrological Losses section of this report for more details.		
2.4	Respond to BCD's recommendations including, but not limited to, the following:			
2.4.1	○ revision of the flood model to include impacts of climate change and sea level rise and the review and justification of tailwater levels	A review of local and regional catchment climate change impacts is presented in the Climate Change section of this report. Modelled Local Catchment tailwater conditions was discussed during a meeting with Council / DPE. It was noted during the meeting that increasing the modelled tailwater conditions to review flood effects created by the development has the potential to dampen the presentation of potential adverse impacts downstream. Similarly, raising the tailwater condition above 0.72m for Flood Impact Assessment purposes would be inconsistent with the assumptions made by the Narara Creek Flood Study (Golder, 2018). As such, it is proposed to maintain the assumed tailwater conditions used for the purposes of the analysis.		
2.4.2	○ demonstration that the Concept Stormwater Management Strategies are able to manage flows from the development without offsite or onsite impacts	Flood impacts generated by the proposed development have been assessed in the Flood Effects section of this report. The results show the proposed development is not expected to create a significant adverse impact on the subject site or in adjacent properties. Please refer to the Flood Effects section of this report for further details.	The Department notes: 1. Figure C3-3 shows an increase in hazard category to the subject site surrounding the proposed building, being H5 where buildings are vulnerable to structural damage. The Department requests detail of measures to mitigate the risk of damage to property. 2. Figure D3 shows 11mm increase to southwestern corner of neighbouring property 1A Racecourse Rd.	The fully updated Flood Assessment Report enclosed at **Appendix 18** notes the following: ▪ The building is to be designed to withstand forces from the PMF. It is noted that the flood depth and velocities will be higher in surrounding areas, with external vehicles and debris posing a more significant risk. The extremely unlikely occurrence of such a flood event should also be considered. ▪ This increase does not impact the hazard category of the adjacent site, nor does it flood an area that was previously flooded. It does not pose any increased risk to an existing development or property. Should any future development occur on the site, then the minor increase would not impact the required floor levels or the use of the lot. ▪ With respect to the 11mm increase at the south-western corner, this increase is relatively minor in magnitude with flood depths in the area generally ranging from approximately 300mm to 900mm during the existing case. The 11mm increase observed in the area is equivalent to an increase of less than a 2-5% when compared to the existing flood depth in the area. As such, this increase is considered minor in nature and is not considered to create a significant adverse impact within this property.
3 Traffic, Access and Parking		Section 3 is addressed by the *Appendix A Northrop Statement* and *Appendix D Traffic Response Statement by Seca Solution*	Note: *Appendix A Northrop Statement* repeats the content contained in Appendix D Traffic Response Statement by Seca Solution.	
3.1	Provide swept paths showing adequate access and egress for a 12.5m HRV at the proposed Young Street and rear laneway intersection (at the northeast of the site).	Please refer to civil plan C05.05DA for demonstration of HRV swept path.		

3.2	Address Council's concern that the alignment of the vehicle ramp, parallel to the private services lane, will [limit] sight distances, and the objection to the provision of convex mirrors to address associated Australian Standards.	To assist with this very low traffic demand for the service lane, a STOP sign and hold line will be provided in conjunction with the convex mirrors to ensure this service lane can operate in a safe manner. The STOP line shall be located on the service lane for vehicles exiting the service lane, who will then use the convex mirrors and drivers can look to their right to check if a vehicle is exiting the down ramp from the carparks. Any vehicle exiting the down ramp shall be travelling at a low speed and will be visible to the driver on the service lane.	The civil plans: 1. Do not show a STOP sign and hold line. 2. Continue to show vehicle clearances conflicting with the down ramp wall and oncoming vehicle clearances. 3. Do not show whether a vehicle exiting the proposed service lane and turning left onto Young St would conflict with the path of travel of southbound traffic entering the new private road or the service lane. It is unclear if the uses and volume of traffic are appropriate to be directed onto a service lane rather than a road.	A single and comprehensive application package was submitted for final determination on 13 December 2024. The package includes: ▪ A fully updated and complete set of Architectural Plans under **Appendix 1**; ▪ Fully updated Civil Engineering Plans, inclusive of updated swept paths, under **Appendix 20**; and ▪ A fully updated Transport Impact Statement under **Appendix 21**, inclusive of a **Traffic Management Plan** for servicing and loading activities. The STOP sign has been incorporated within the relevant architectural drawings and civil engineering plans, for completeness. As a point of clarification, the 0.3m lateral clearance allowed on the inside and the 0.6m lateral clearance allowed on the outside of the subject vehicle is essentially an allowable buffer. There are no actual points of physical conflict between vehicles and building fabric. The updated Transport Impact Assessment comments on the appropriateness of the uses and volume of traffic being directed onto a service lane rather than a road (Sections 3.2.2, 3.2.4, 3.3.2, 3.3.4). Traffic demands associated with deliveries to the loading dock and waste collection have not been quantified however are expected to be 'very low'. Applying the Service Trip Rate for High Density Developments (Guide to Transport Impact Assessments) site servicing for the residential component would be in the order of **5 vehicles inbound and 5 vehicles outbound per day**. These would include parcel deliveries, waste collection, food deliveries etc with peak activity occurring in the mid-late morning period. Hotel servicing (primarily deliveries and waste collection) may see three service vehicles per day (**6 trips, 3 inbound and 3 outbound**). This may therefore see one service vehicle an hour across an eight-hour day accessing the service lane. Allowing for six parking spaces in the back of house area (assumed staff parking) there could also be **12-18 light vehicle trips (6-9 inbound and outbound per day)** using the service lane being a total of **16 service trips** and **12-18 light vehicles per day.**
3.3	Address how the provided swept paths, including required clearances, encroach into the neighbouring property, car space 3, **landscaping and a wall**. All swept paths, including clearances, must be contained within the site. (emphasis added 2024)	Please refer to updated swept paths as part of the civil package demonstrating clearance to the neighbouring properties, car parking and landscaping.	The civil plans continue to show: 1. The HRV clearances conflicting with a car space and a wall. 2. The clearances of vehicles entering and existing the ramp at ground level to be over garden bed edging and landscaping.	With reference to the above response, we also note the following: ▪ Please refer to the latest Swept Paths Plans forming part of the updated Civil Engineering Plans enclosed at **Appendix 20**. All clearances provided are in accordance with AS2890.1 and AS2890.02. Please refer to Section 5.4 AS2890.2 and Section B3 AS2890.1. ▪ As per the point of clarification, all swept path clearances are provided with 300mm on the inside of swept paths and 600mm on the outside of swept paths.

				▪ All HRV access and egress will be to/ from Young Street; there will be no entry/ exit from Racecourse Road. The management of all HRV movements is covered by the **Traffic Management Plan** forming part of the Transport Impact Statement enclosed at **Appendix 21**.
3.4	Provide swept paths for the following movements for a 12.5m HRV:			
3.4.1	○ Left into the proposed new private road from Racecourse Road ○ Left out of the proposed new private road to Racecourse Road ○ Left into the proposed service lane from the new private road ○ Right out of the proposed service lane to the new private road ○ Left out of the proposed service lane to Young Street ○ Right into the proposed service lane from Young Street	a) Please refer to C05.03DA b) HRV movements from the service lane are proposed to be managed by a Traffic Management Plan. HRV's that exit the service lane will return to Racecourse Road via Young Street c) Please refer to C05.03DA d) HRV movements from the service lane are proposed to be managed by a Traffic Management Plan. HRV's that exit the service lane will return to Racecourse Road via Young Street e) Please refer to C05.05DA f) Please refer to C05.05DA All service vehicles including the 12.5 m HRV shall enter or exit the site via Young Street or use the private road to exit via a left turn out of Young Street only. As part of the Drivers Code of Conduct for the site, drivers shall be provided with a diagram clearly showing the entry only via Young Street and then the exit back to Young Street or exit via a left turn only on to Racecourse Road. This Code shall also state that there is no right turns permitted at the intersection of Racecourse Road and the private access road.	b) & d) The information emailed to the Department on 16 May 2024 did not include a traffic management plan. The Department's email dated 13 February 2024 advised that the applicant's information package must not rely on mixing 'n' matching documents submitted earlier and now. a) & c) The Department notes that the civil plans show that HRVs must travel on the wrong side of the new private road to enter the new private road and the proposed service lane. e) & f) The Department notes that the civil plans do not clearly show the existing road surface upon Young St: HRVs may need to travel over what may be unsurfaced parts of Young St. The waste management plan is to clarify whether collection shall be through Council or directly through private contractor.	A fully updated Transport Impact Statement under **Appendix 21**, inclusive of a **Traffic Management Plan** for servicing and loading activities, forms part of the package submitted for final determination on 13 December 2024. All HRV access and egress will be to/ from Young Street; there will be no entry/ exit from Racecourse Road. The management of all HRV movements is covered by the Traffic Management Plan forming part of the Transport Impact Statement enclosed at **Appendix 21** – specifically Section 3.3.4. HRV movements will be very infrequent (garbage collection only), the frequency of which may see one HRV movement inbound/outbound per day. For HRV entry, vehicle will prop and wait for car in service lane to egress before turning into lane. For HRV egressing, HRV will wait for car to pass before turning out into Young Street. The edge of bitumen is incorporated within the latest swept path plans forming part of the package enclosed at **Appendix 20**. The Waste Minimisation and Management Plan is enclosed at **Appendix 25**. Section 4.1 addresses Waste Collection Procedures for the Residential component (Council); Section 5.5 addresses Waste Collection Procedures for the Hotel and Retail components (Private). A private waste collection contractor will be engaged to service the hotel and retail waste and recycling bins per an agreed schedule. Council will be engaged to collect the residential waste and recycling in accordance with Council's collection schedule.
4 Plan and Document Updates		Section 4 is addressed by the cover letter by Willowtree Planning.	Note: Appendix D Traffic Response Statement by Seca Solution addresses section 4.1: The cover letter simply repeats the response here within Appendix D. Appendix D does not otherwise address Section 4; The cover letter only otherwise addresses section 4.	
4.1	The Department notes that the TIA describes that *the design does not require the installation of traffic signals as the ramps and access ways allow for 2-way traffic movements*. However, a single ramp serving both up and down movements is proposed between Level 01 and Level 02 to 56 residential car parking spaces. A single ramp, only subject to mirrors and without a waiting bay at its top or traffic signals, may be inappropriate for the for the expected volume of vehicles. Address the safety considerations of this.	With reference to the Traffic Response Statement enclosed at **Appendix D**, drivers are able to wait within the circulating aisle at the top or bottom of the ramp to observe the ramp and determine if its suitable to drive up or down the ramp accordingly. A vehicle standing in the aisle may create a short delay for another driver wishing to exit an adjacent parking bay, however these delays shall be very low, and any queue is contained within the car park. The volume of traffic using this ramp shall be very low with Section 3.2.2 of AS2890 suggesting that vehicle flows of 30	Appendix B contains swept path diagrams. The Level 02 diagrams (pp14-15) show vehicles interacting with the up/down ramp, however the diagrams do not show a waiting area before the ramp for vehicles seeking to exit Level 02: It is unclear where vehicles would retain line of sigt to the ramp and wait without conflicting with the path of upcoming vehicles. The diagrams show a mirror at the northeast corner of Level 02. The mirror is not adjacent to a column: It is unclear what the mirror will be affixed to. The mirror may also conflict with circulation clearances (vertical) for vehicles accessible the northern accessible car parking space.	A single, comprehensive Transport Impact Statement has been prepared by SECA Solution to account for the previous, iterative addendums; and to address the final Traffic engineering points. This is enclosed at **Appendix 21**. Proposed mitigation (specifically the car park mirrors affixed to columns) are now consistently incorporated within the updated Architectural package enclosed at **Appendix 1**. All mirrors shall be provided above the max vehicle height (2200mm) and the path of travel required for disabled access.

		vehicles per hour or less is considered to be 'low' and can operate via a one- way ramp. With 30 vehicle movements, this would represent 53% of the parked cars using this ramp per hour. The TIA indicates 31 vehicle movements per hour for the AM peak and 19 in the PM peak as a worst-case scenario. While the AM peak is at the limit, the PM peak is well within this desirable limit and as such the one-way operation of this ramp is considered appropriate for this project.	The Level 01 diagrams (pp10-13) show a vehicle accessing the car parking space adjacent to the single up/down ramp. To exit the space, a vehicle must reverse under the roller shutter door pf the secure parking area, go up to Level 02, turn around, then come back down to Level 01, then outside the secure parking area again. This is not practical. Similarly, the nature and practicality of reverse movement out of the adjacent accessible space is unclear. The Department notes that the TIA indicates that AM vehicle traffic at Level 02 exceeds the limit for a single up/down ramp. The Department previously raised that the serves 56 residential car parking spaces and may be inappropriate for the for the expected volume of vehicles.	Based on 3m floor to floor, that allows 300mm for structure, and 500mm to provide the mirror. The updated Transport Impact Statement addresses the pattern of internal circulation and the AM vehicle traffic at Level 02 exceeding the limit for a single Up/ Down ramp at Section 3.3.1. For park #74, vehicles will enter in a forward direction and park. They will then reverse from the park, through the roller door and into the circulation lane, before proceeding forward to the ground floor to exit. Screen shot of swept path shown below:  For park #73, vehicles will enter in a forward motion (completing a U-turn motion through the roller door) to park. They will then egress by reversing straight back and driving forward through the roller door and on to the ground floor to exit. Screen shot of movement shown below

				
4.2	Should consultation with Council result in the proposed stormwater works requiring use of 1A Racecourse Road, provide details of the easement on 1A Racecourse Road to drain water and landowners consent.	The development proposes to direct flows to Racecourse Road. The relevant Owners' Consents were provided to the Department by email on 8 November 2023, and are enclosed with this package under **Appendix F**. None of the proposed stormwater works require the use of 1A Racecourse Road. Please refer to drawing ref. C03.0DA Rev. 11 forming part of the Civil Engineering Package enclosed at **Appendix B**.	The Department notes that Appendix B Concept Erosion & Sediment Control Plan (p2) includes inlet filters upon 1A Racecourse Rd, however the subject development application did not include owner/s' consent from 1A Racecourse Rd for installation of these measures upon their property.	No update required – no works are proposed on 1A Racecourse Road (previously inlet filters were proposed at this site). The Civil Engineering Plans enclosed at **Appendix 20** have been updated accordingly.
4.3	Update the Landscape Plans to include nomination of which species would be planted in what location and the number of each species.	Please refer to the Updated Landscape Package enclosed at **Appendix E**, specifically drawing ref. **403 A**.		
4.4	Update the Stormwater Reports and Civil Plans to be consistent with the revised Flood Report as amended above.	Please refer to the Civil Engineering package enclosed at **Appendix B**, and the updated Flood Assessment enclosed at **Appendix C**, both prepared by Northrop.		