

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2020/0182
<b>Date:</b>	27/05/2020
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 6 DP 30579 , 45 Mitchell Road BROOKVALE NSW 2100

### Officer comments

#### Development Information:

- Address: 45 Mitchell Road, Brookvale
- Proposal: The change of use of the premises (small industrial building) into Artisan food and drink industry in association with microbrewery and signage.
- Micro-brewery - gross floor area of 269m<sup>2</sup> ;Tasting and sales area gross floor area of 88.5m<sup>2</sup>
- Brewery operating hours: 6am to 5pm, Monday to Friday, 8am to 12pm Saturday and closed on Sunday
- Tasting hours 4 pm to 10 pm on weekdays, 12 pm to 10 pm on Weekends.
- Employees – 4 people will parking on-site wherever possible
- Proposed three (3) unilluminated business identification signs on walls.
- Nearby streets of the site are:
  - Mitchell Road – two-way local road, 50km/h, unrestricted parking on both sides
  - Orchard Road - two-way local road, 50km/h, unrestricted parking on both sides
  - Wattle Road - two-way local road, 50km/h, 2 hour parking on north side of the street
- Developer assessed the following nearby intersections with SIDRA between weekday 5pm -6pm and Saturday peak hour 6pm -7pm.:
  - Roundabout intersection of Mitchell Road with Orchard Road
  - Intersection of Mitchell Road with Wattle Road
 SIDRA analysis shows that both intersections have sufficient spare capacity to accommodate additional traffic and maintain the level of service.
- The site has public transport facilities.
- On-street parking survey conducted and showed that:
  - Weekdays at least ten (10) vacant spots
  - Weekend at least six (6) vacant spots
- Loading and unloading times are 6am to 12pm on weekdays, 8am to 12 pm on Saturday (none on Sunday). Loading/unloading will be rare on Saturday. Delivery times for these will be early morning to reduce the effect on parking at the premises.
- Parking requirements:
  - Required for Showroom & tasting – 6.1 space / 100m<sup>2</sup> so 5 space
  - Required for Industry area – 1.3 space / 100m<sup>2</sup> so 3 space
  - Total parking space required 8
  - Provided parking space 5 (As per the amended drawing no: DA01 dated 25 May 2020).
 By considering, the operating hours of Tasting area and availability of on-street parking, provided parking may be accepted.
- Based on SIDRA analysis Traffic generation is modest.

#### Conclusion:

In view of the above, the development proposal can be approved with development conditions.

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

### Recommended Traffic Engineer Conditions:

## DEVELOPMENT CONSENT OPERATIONAL CONDITIONS

### Operating hours

As the proposed development is four (4) car spaces short of meeting Council's car parking requirements, modify the operating hours of Brewery and Showroom & Tasting without overlapping each other.

The plan of management shall be amended to reflect separated operating hours between the brewery and the showroom & tasting services. The amended plan shall be submitted to and approved by the certifying authority prior to the release of any Occupation Certificate.

Reason: To minimise the loading on on-street parking facilities. (DACTRFPOC2)

## CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE

### Compliance with Standards

The development is required to be carried out in accordance with all relevant Australian Standards.

(Note: At the time of determination the following (but not limited to) Australian Standards applied:

- (a) AS2601.2001 - Demolition of Structures\*\*
- (b) AS4361.2 - Guide to lead paint management - Residential and commercial buildings\*\*
- (c) AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting\*\*
- (d) AS 4373 - 2007 'Pruning of amenity trees' (Note: if approval is granted) \*\*
- (e) AS 4970 - 2009 'Protection of trees on development sites'\*\*
- (f) AS/NZS 2890.1:2004 Parking facilities - Off-street car parking\*\*
- (g) AS 2890.2 - 2002 Parking facilities - Off-street commercial vehicle facilities\*\*
- (h) AS 2890.3 - 1993 Parking facilities - Bicycle parking facilities\*\*
- (i) AS 2890.5 - 1993 Parking facilities - On-street parking\*\*
- (j) AS/NZS 2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities\*\*
- (k) AS 1742 Set - 2010 Manual of uniform traffic control devices Set\*\*
- (l) AS 1428.1 – 2009\* Design for access and mobility - General requirements for access – New building work\*\*
- (m) AS 1428.2 – 1992\*, Design for access and mobility - Enhanced and additional requirements - Buildings and facilities\*\*

\*Note: The Australian Human Rights Commission provides useful information and a guide relating to building accessibility entitled "the good the bad and the ugly: Design and construction for access". This information is available on the Australian Human Rights Commission website [www.hreoc.gov.au/disability rights /buildings/good.htm](http://www.hreoc.gov.au/disability%20rights%20/buildings/good.htm). <[www.hreoc.gov.au/disability%20rights%20/buildings/good.htm](http://www.hreoc.gov.au/disability%20rights%20/buildings/good.htm)>

\*\*Note: the listed Australian Standards is not exhaustive and it is the responsibility of the applicant and the Certifying Authority to ensure compliance with this condition and that the relevant Australian

Standards are adhered to.)

Details demonstrating compliance with the relevant Australian Standard are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure the development is constructed in accordance with appropriate standards.  
(DACPLC02)

### **Vehicular Access, Parking and Swept paths**

Amended Car Parking Layout as per the drawing no: DA01 dated 25 May 2020 is satisfactory.

However, to minimise the on-street parking impact, driveways have to be consolidated and its width has been limited to maximum 3m at the boundary and maximum 4m at the kerb. One (1) on-street parking space should be maintained either side of the consolidated driveway.

All internal driveways, car parking facilities, loading bays, access ramps and all dimensions must comply with the Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking.

Vehicular manoeuvring paths must be provided to demonstrate all vehicles can enter or depart the site in a forward direction without encroaching on required parking spaces. The drawings must be compliant with Australian/New Zealand Standard AS/NZS 2890 - Parking facilities - Off-street parking.

Detailed plan demonstrating compliance with this condition are to be submitted to the Accredited Certifier prior to the issue of a construction certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles. (DACTRCPC1)

### **Physical control to prevent encroachment of vehicles**

There are possibilities the parked vehicles encroach onto the footpath. Therefore, suitable physical control (wheel stops, barriers etc.) must be designed and constructed to comply with the relevant section of AS 2890 (Off-street Parking standards).

Detailed plan demonstrating compliance with this condition must be submitted to and approved by the Certifying Authority prior to the issue of any Construction Certificate.

Reason: To prevent encroachment onto pedestrian facilities and ensure pedestrians and cyclists safety.  
(DACTRCPC2)

## **CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT**

### **Work Zones and Permits.**

Prior to commencement of the associated works, the applicant shall obtain a Work Zone Permit where it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site. Separate application is required with a Traffic Control Plan for standing of construction vehicles in a traffic lane.

Reason: To ensure works vehicles do not impact on parking, traffic flows and pedestrian thoroughfares.  
(DACTRDPC1)

## **CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK**

### **Implementation of Traffic Control / Management Plan**

All works and construction activities are to be undertaken in accordance with the approved Traffic Control / Management Plan and approved permits. All traffic controls must be undertaken by personnel having appropriate RMS accreditation.

Reason: To ensure works practices do not impact on parking, traffic flows and pedestrian thoroughfares. (DACTREDW1)

## CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE OCCUPATION CERTIFICATE

### **Removal of Redundant Driveways**

All redundant driveways shall be removed and reinstated to Council standard kerb and gutter. Suitably prepared plans shall be submitted to approved by Council. All costs associated with the works shall be borne by the applicant.

A plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approval.

Reason: To maximise on street car parking by removing driveways that are no longer needed in accordance with Council policy. (DACTRFPOC1)

### **Reinstating the damaged road reserve during construction**

Any damages to road reserve shall be reinstated to Council standard. Suitably prepared plans shall be submitted to for an approval under and approved by Council. All costs associated with the works shall be borne by the applicant.

A plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approval.

Reason: To maintain road reserve to the standards. (DACTRFPOC2)

## ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES

### **Loading and unloading vehicles**

Loading and unloading must be carried out within the premises at the designated loading bay.

Reason: To use the car parking facilities provided within the development effectively (DACTRGOG1)

### **Accessibility of parking facilities**

The parking facilities are to be accessible at all times, and a sign post erected at the vehicular entry point of the premises indicating the location of parking.

Reason: To ensure staff and visitors are not forced to park on public streets when parking has been provided within the development. (DACTRGOG2)