

Statement of Environmental Effects

Change of Use, Internal Fit Out and Minor Façade Works as an Artisan Food and Drink Industry with Associated Business Identification Signs



Property: 11 Mitchell Road,
Brookvale NSW 2100
Lot 32 Sec 2 DP 6033

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1. Introduction

This Statement of Environment Effects has been prepared by Tomasy Pty. Ltd. on behalf of the applicant, Quakers Hat Brewing. The Statement is to accompany a Development Application which proposes a change of use and fit out as an artisan food and drink industry with associated business identification signs.

In preparing this document, consideration has been given to the following:

- *Environmental Planning and Assessment Act, 1979 (as amended)*;
- *Environmental Planning and Assessment Regulation 2000*;
- Warringah Local Environmental Plan 2011 (WLEP2011);
- Warringah Development Control Plan 2011 (WDCP2011).

The Statement of Environmental Effects demonstrates that the proposed development will succeed on merit with respect to Section 4.15 of the *Environmental Planning and Assessment Act, 1979*, and the relevant environmental planning instruments.

The proposed change of use of the premises to an artisan food and drink industry to accommodate a maximum of 90 patrons (70 seated and 20 standing) and hours of operation of the brewery from 6am – 6pm, Monday to Friday and the taproom 6pm – 11pm, Monday to Wednesday for private functions and 12pm – 10pm, Thursday to Sunday, will not compromise the environmental amenity of the neighbouring properties within close proximity of the site.

A number of supporting documents have been provided as part of the Development Application which support the application and ensure the proposal will not unreasonably compromise the amenity of the neighbourhood.

The conclusions of the Statement of Environmental Effects are that the proposed change of use and fitout will not result in any adverse environmental impacts to the Brookvale Industrial Precinct and will comply with the Council's controls.

Accordingly, the Development Application succeeds on merit and should be approved by Council, subject to conditions as deemed appropriate.

2. Background

The proposal as submitted has not been the subject of any previous applications to Northern Beaches Council. Council's website shows an application in 2009 for a dance studio, which was refused. The site is currently vacant but was recently used as an industrial warehouse for specialised wheelchair equipment.

The proposed tenant (the applicant) currently has an existing microbrewery in Manly Vale and plans to relocate the business to the Brookvale Industrial Precinct.

3. Site Profile

The site is legally described as Lot 32 Sec DP6033, also known as 11 Mitchell Road, Brookvale. The site is characterised by a typical, rectangular-shaped allotment with frontage and vehicular access to Mitchell Road.

The immediate neighbours to the north comprise a single-storey industrial premises for motorcycles and to the south a two storey building used as a business/office premises and a sex services premises. The site is located within a predominantly industrial setting with takeaway food and drinks premises along Winbourne Road.

The site is located in close proximity to Pittwater Road and Warringah Mall and is serviced by frequent and regular bus services to the Sydney CBD via Manly.



Figure 1: Site Location Map

Source: Northern Beaches Council



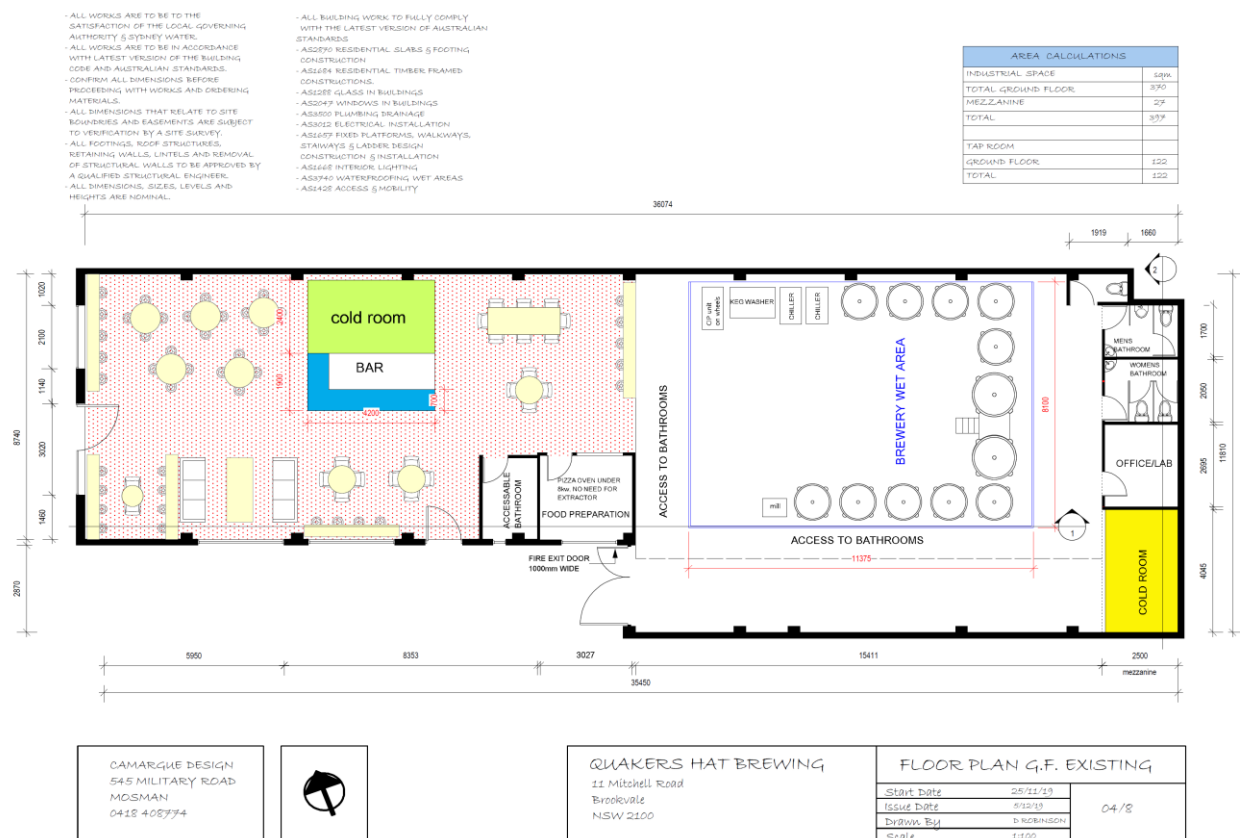
Photograph of the site and adjoining neighbours to the north (Brian Connor Motorcycles) and the south (Cecilias and Cleanrooms Australia)

4. The Proposal

The proposal involves the following works:

- Change of use to an Artisan Food and Drink Industry (Brewery and Taproom);
- Internal fitout of the premises including micro-brewery, cool room, WC areas, tap room and storage areas and minor external alterations to front entrances;
- Seating capacity for a maximum of 90 patrons (70 seated and 20 standing);
- Hours of operation for the brewery: 6am – 6pm (Monday to Friday);
- Hours of operation for the taproom:
 - 6pm – 11pm, Monday to Wednesday for private functions;
 - 12pm – 10pm, Thursday to Sunday for taproom;
- Car Parking for four (4) spaces;
- Loading and Unloading Areas;
- Provision for Live Music (indoors);
- Staff: Brewery x 2 and Taproom x 3 (Taproom will also require casual staff as required);
- Waste Management – the site has a dedicated waste storage area which will be collected by commercial contractors on an as-need basis;
- Two (2) x Business Identification Signs.

An excerpt of the proposed floor plan and front elevation are shown below:



Source: Camarque Design

- ALL WORKS ARE TO BE TO THE SATISFACTION OF THE LOCAL GOVERNING AUTHORITY & SYDNEY WATER.
- ALL WORKS ARE TO BE IN ACCORDANCE WITH LATEST VERSION OF THE BUILDING CODE AND AUSTRALIAN STANDARDS.
- CONFIRM ALL DIMENSIONS BEFORE PROCEEDING WITH WORKS AND ORDERING MATERIALS.
- ALL DIMENSIONS THAT RELATE TO SITE BOUNDARIES AND EASEMENTS ARE SUBJECT TO VERIFICATION BY A SITE SURVEY.
- ALL FOOTINGS, ROOF STRUCTURES, RETAINING WALLS, LINTELS AND REMOVAL OF STRUCTURAL WALLS TO BE APPROVED BY A QUALIFIED STRUCTURAL ENGINEER.
- ALL DIMENSIONS, SIZES, LEVELS AND HEIGHTS ARE NOMINAL.

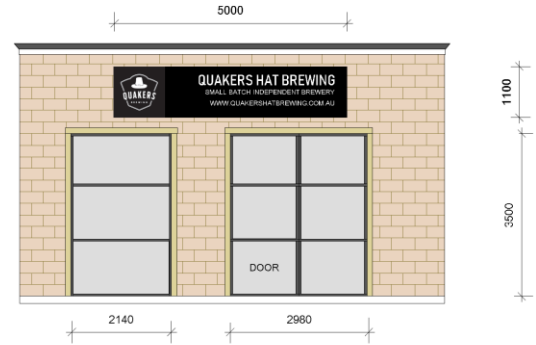
- ALL BUILDING WORK TO FULLY COMPLY WITH THE LATEST VERSION OF AUSTRALIAN STANDARDS
- AS2870 RESIDENTIAL SLABS & FOOTING CONSTRUCTION
- AS1684 RESIDENTIAL TIMBER FRAMED CONSTRUCTIONS.
- AS1288 GLASS IN BUILDINGS
- AS2047 WINDOWS IN BUILDINGS
- AS3500 PLUMBING DRAINAGE
- AS3012 ELECTRICAL INSTALLATION
- AS1657 FIXED PLATFORMS, WALKWAYS, STAIRWAYS & LADDER DESIGN CONSTRUCTION & INSTALLATION
- AS1668 INTERIOR LIGHTING
- AS3740 WATERPROOFING WET AREAS
- AS1428 ACCESS & MOBILITY

KEEP EXISTING STONE CLADDING
ENLARGE GROUND FLOOR WINDOW AND DOOR OPENINGS IN HEIGHT
RECLAIMED OR AGED TIMBER FRAMES AROUND WINDOWS/DOOR
INDUSTRIAL STYLE TIMBER AND METAL FRAME WINDOWS AND DOOR



FRONT ELEVATION EXISTING

Source: Camargue Design



FRONT ELEVATION PROPOSED

The documentation that will accompany the Development Application is as follows:

Documentation:	Author:
Statement of Environmental Effects	Tomasy Planning Pty. Ltd.
Architectural Plans	Camargue Design
BCA & Access Report	Private Certifiers Australia
Traffic Report	Varga Traffic and Planning Consultants
Wastewater Treatment Plan	Quakers Hat Brewing
Waste Management Plan	Quakers Hat Brewing
Operational Management Plan	Quakers Hat Brewing
Cost Summary Letter	Camargue Design

5. Statutory Planning Controls

The relevant statutory planning instruments applicable to the proposed change of use and fit out as an artisan food and drink industry with associated business identification signs, are as follows:

- Environmental Planning and Assessment Regulation 2000;
- State Environmental Planning Policy No. 64 (Advertising and Signage);
- Warringah Local Environmental Plan 2011;
- Warringah Development Control Plan 2011

5.1 Environmental Planning and Assessment Regulation 2000

Clause 4 of the Environmental Planning and Assessment Regulation 2000 prescribes that 'designated development' is defined as 'development described in Part 1 of Schedule 3 (of the Environmental Planning and Assessment Regulation 2000).

Part 1, Schedule 3 – 6 Breweries and distilleries are defined as being designated development having consideration of the following:

Breweries or distilleries producing alcohol or alcoholic products:

(a) that have an intended production capacity of more than 30 tonnes per day or 10,000 tonnes per year, or

Comment: The proposed artisan food and drink industry as a brewery is considered to be a small-scale operation and will not generate alcoholic products above 30 tonnes a day or 10,000 tonnes per year. An operational management plan has been prepared to accompany the Development Application which prescribes that the development will have the capacity to brew approximately 150,000 litres of alcoholic products annually and approximately 1000 litres per day.

(b) that are located within 500 metres of a residential zone and are likely, in the opinion of the consent authority, to significantly affect the amenity of the neighbourhood by reason of odour, traffic or waste, or

Comment: The site is located approximately 350 metres from the nearest residential dwellings on the northern side of Pittwater Road. In considering Part 1, Schedule 3 of the Environmental Planning and Assessment Regulation 2000, the consent authority must consider any adverse amenity impacts to the surrounding residential neighbourhood in respect to odour, traffic or waste, as follows:

Odour: The proposal will not have an adverse impact regarding odour adequate provisions will be installed on-site. The proposal is also similar to other breweries approved within the Brookvale Industrial Precinct and is located further away from residential zones than ones existing in the area. The proposed development is not expected to give rise to any adverse odour impacts to the neighbouring buildings or result in odour impacts that are unlikely to extend beyond the property boundaries.

Traffic: A Traffic Report has been prepared by Varga Traffic Planning Pty. Ltd. which provides a detailed assessment of the proposed traffic generating demand of both the brewery and tap room uses of the development. The tap room is anticipated to result in peak patronage levels after hours on both Friday and Saturday evenings with the

arrival and departure of patrons to be dispersed over the period of several hours. The report states the following:

Peak taproom patronage levels are expected to occur after hours, on Friday and Saturday evenings.

Even during the peak patronage levels which are expected to occur on Friday and Saturday evenings, the arrival and departure of patrons is expected to be widely dispersed over periods of several hours.

Based on a “first principles” assessment as detailed earlier in this report, after-hours parking demands generated by taproom brewery tasting patrons could be in the order of 18 to 36 vehicles on Friday and Saturday evenings if the taproom was filled to capacity, and if all patrons travel by private car. In practice however, it is anticipated that some patrons are likely to walk to the site, whilst other patrons would likely travel by taxis or car share such as Uber or Ola, and would therefore not require car parking.

The taproom car parking demands could be accommodated in the readily available on-street car parking areas with an average of 82.0 to 123.1 vacant parking spaces available during the taproom operational hours.

In summary therefore, the proposed development could not be expected to have any unacceptable parking implications, and is recommended for approval.

In summary, the proposed change of use development is not expected to have any unacceptable parking and traffic implications.

Waste: The proposed brewery is not expected to generate any significant waste impacts. A Waste Management Plan has been prepared by Quakers Hat Brewing which notes that the brewery will accumulate approximately 1 cubic metre of spent grains and hops sealed within grain storage bins and recycled through animal feed through local farmers. Other general waste will be removed by private waste contractors on an as needs basis for waste collection removal.

(c) *that release effluent or sludge:*

- (i) in or within 100 metres of a natural waterbody or wetland, or*
- (ii) in an area of high watertable, highly permeable soils or acid sulphate, sodic or saline soils.*

Comment: A Wastewater Treatment Plan has been prepared by the operators of the premises, Quakers Hat Brewing, which outlines measures for wastewater and solid reduction relating to the industry use.



Dad & Daves Brewery The Site Four Pines Brewery & Distillery
 Nomad Brewery 7th Day Brewery

Map of the Site and Existing Breweries in Brookvale

The above map highlights the proposed use as artisan food and drink industry is consistent with existing uses in the Brookvale Industrial Precinct and will not have an adverse impact to the adjoining neighbours or surrounding precincts.

5.2 State Environmental Planning Policy No. 64 (Advertising and Signage)

SEPP No. 64 is applicable to all development involving signage that can be displayed with or without development consent and is visible from any public place or public reserve, that, excludes signage that is exempt development under another environmental planning instrument. The aims and objectives of the policy are to regulate signage to ensure it is compatible with the desired amenity and visual character of an area, to provide effective communication, and is of a high-quality design and finish.

The proposal involves the installation of a wall sign and a pylon sign. The signage will be visible from an existing 'public place' as defined by the *Local Government Act 1995*.

Clause 8 of the SEPP provisions details that a consent authority must not grant development consent unless the following is satisfied:

- (a) *that the signage is consistent with the objectives of this policy as set out in Clause 3(1)(a), and*
- (b) *that the signage the subject of the application satisfied the assessment criteria specified in Section 1*

Clause 3(1)(a) of SEPP No. 64 reads as follows:

3. *Aims, Objectives, Etc.*

(1) This Policy aims:

- (a) To ensure that signage (including advertising):*
 - (i) Is compatible with the desired amenity and visual character of an area, and*
 - (ii) Provides effective communication in suitable locations; and*
 - (iii) is of high quality design and finish.*

The proposal involves the installation of a wall sign and a pylon sign at 11 Mitchell Road, Brookvale. The proposed signage is acceptable in that it is located wholly on the site and does not contribute to a proliferation of wall signage from the existing streetscape setting. The proposed signs are acceptable in that they do not visually dominate, compete or conceal the existing premises and will provide business identification signage to the premises.

- (b) to regulate signage (but not content) under Part 4 of the Act, and*

The proposed development is not considered to be exempt development and is regulated in accordance with Part 4: Development Assessment of the *Environmental Planning and Assessment Act, 1979*.

- (c) to provide time-limited consents for the display of certain advertisements, and*

The Development Application does not seek consent for a time-limited display.

- (d) to regulate the display of advertisements in transport corridors, and*

The proposed signage will not be visible from any existing transport corridors. The premises is substantially setback from major arterial roads including Pittwater Road.

(e) to ensure that public benefits may be derived from advertising in and adjacent to transport corridors

As advised above, the proposed signage located above the front entry doors and a pylon sign on the boundary are not visible from the existing transport corridor.

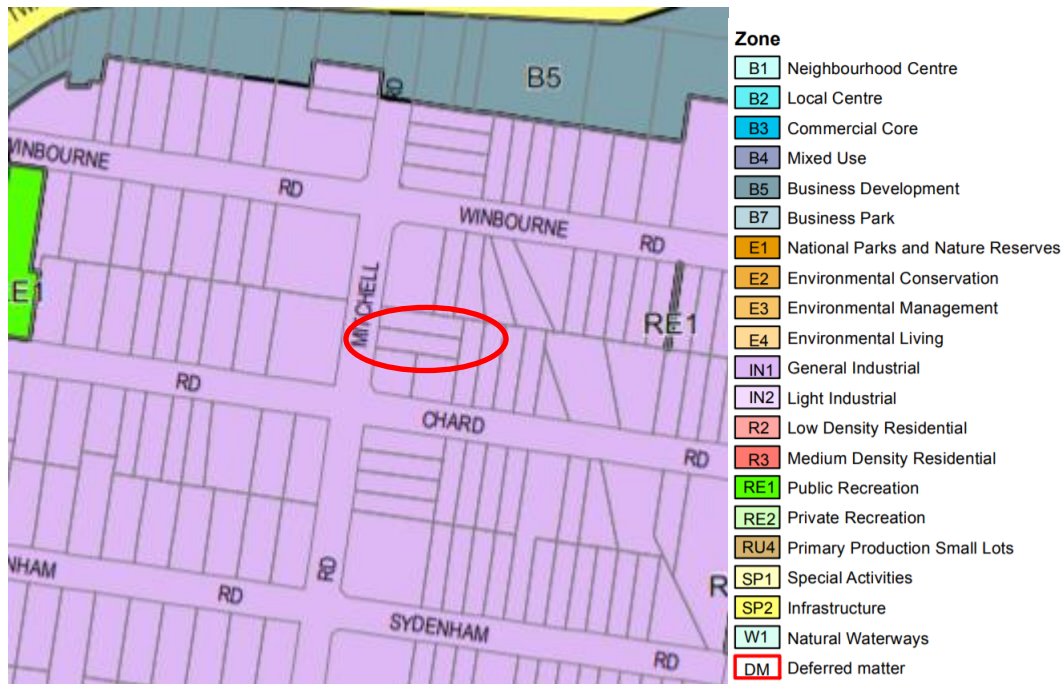
In addition to the above, the proposed development complies with the relevant assessment criteria of Schedule 1.

Schedule 1: Assessment Criteria	
Control:	Assessment:
1. Character of the area	
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The new signage will retain the existing desired future character of the industrial area.
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The new signage does not alter the appearance of the building within the existing streetscape.
2. Special areas	
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	No impact to environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas.
3. Views and vistas	
Does the proposal obscure or compromise important views?	No impact to existing views and vistas.
Does the proposal dominate the skyline and reduce the quality of vistas?	No change to the existing skyline or reduce the quality of vistas.
Does the proposal respect the viewing rights of other advertisers?	Viewing rights will be respected.
4. Streetscape, setting or landscape	
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	No changes to the quality of the existing streetscape.
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The signage will retain the quality of the existing streetscape.
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The signage is minor in size and scale and does not contribute to a proliferation of street signage.
Does the proposal screen unsightliness?	The new signs do not contribute to unsightliness.
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The signage does not protrude above any building structures or canopies.
Does the proposal require ongoing vegetation management?	Ongoing vegetation management is not required to maintain the sign.
5. Site and building	
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	New signage will be compatible with the scale of the existing building.

Does the proposal respect important features of the site or building, or both?	New signage will not conceal the appearance of the building within the street.
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The new signage will not visually dominate the appearance of the building.
6. Associated devices and logos with advertisements and advertising structures	
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Safety devices are not required.
7. Illumination	
Would illumination result in unacceptable glare?	The proposed signage is not illuminated.
Would illumination affect safety for pedestrians, vehicles or aircraft?	
Would illumination detract from the amenity of any residence or other form of accommodation?	
Can the intensity of the illumination be adjusted, if necessary?	
Is the illumination subject to a curfew?	
8. Safety	
Would the proposal reduce the safety for any public road?	The new signs will not compromise the safety of the adjoining public roads.
Would the proposal reduce the safety for pedestrians or bicyclists?	The new signs will not compromise the safety of pedestrians or bicyclists.
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The new signs will not conceal or obscure any existing visual sightlines of vehicles entering and exiting the premises.

5.3 Warringah Local Environmental Plan 2011

5.3.1 Land Use Zoning



In accordance with the Land Zoning Map, the site is zoned IN1: General Industrial of the Warringah Local Environmental Plan 2011.

Zone IN1 General Industrial

1 Objectives of zone

- To provide a wide range of industrial and warehouse land uses.
- To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.
- To enable a range of compatible community and leisure uses.
- To maintain the industrial character of the land in landscaped settings.

2 Permitted without consent

Nil

3 Permitted with consent

Boat building and repair facilities; Depots; Freight transport facilities; Garden centres; General industries; Hardware and building supplies; Industrial retail outlets; Industrial training facilities; **Light industries**; Liquid fuel depots; Neighbourhood shops; Oyster aquaculture; Places of public worship; Roads; Storage premises; Take away food and drink premises; Tank-based aquaculture; Timber yards; Vehicle body repair workshops; Vehicle repair stations; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4

4 Prohibited

Advertising structures; Agriculture; Air transport facilities; Amusement centres; Animal boarding or training establishments; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Eco-tourist facilities; Educational establishments; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Forestry; Function centres; Health services facilities; Heavy industrial

storage establishments; Heavy industries; Highway service centres; Home-based child care; Home businesses; Home occupations; Home occupations (sex services); Information and education facilities; Marinas; Mooring pens; Moorings; Open cut mining; Passenger transport facilities; Pond-based aquaculture; Port facilities; Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Residential accommodation; Restricted premises; Rural industries; Tourist and visitor accommodation; Veterinary hospitals; Water recreation structures; Wharf or boating facilities

The proposal involves a change of use to an 'Artisan Food and Drinks Industry (Brewery and Taproom)' which is a permissible form of development within the IN1 – General Industrial Zone. 'Artisan food and drink industry' is defined as follows:

artisan food and drink industry means a building or place the principal purpose of which is the making or manufacture of boutique, artisan or craft food or drink products only. It must also include at least one of the following—

- (a) a retail area for the sale of the products,
- (b) a restaurant or cafe,
- (c) facilities for holding tastings, tours or workshops.

Note. See clause 5.4 for controls in industrial or rural zones relating to the retail floor area of an artisan food and drink industry.

Artisan food and drink industries are a type of **light industry**—see the definition of that term in this Dictionary.

light industry means a building or place used to carry out an industrial activity that does not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise, and includes any of the following—

- (a) high technology industry,
- (b) home industry,
- (c) artisan food and drink industry.

Note. Light industries are a type of **industry**—see the definition of that term in this Dictionary.

Comment: The proposal is a permissible land use under the IN1 General Industrial zone. The proposal is consistent with the objectives, being:

- The proposal provides an industrial use on the site
- The proposal creates employment opportunities
- The proposal will not have an adverse impact on the neighbourhood with regards to noise, odour or visual impacts
- The proposal retains the industrial nature of the site and area.

6.3 Flood planning

(1) *The objectives of this clause are as follows—*

- (a) *to minimise the flood risk to life and property associated with the use of land,*
- (b) *to allow development on land that is compatible with the land's flood hazard, taking into account projected changes as a result of climate change,*
- (c) *to avoid significant adverse impacts on flood behaviour and the environment.*

(2) *This clause applies to land at or below the flood planning level.*

(3) *Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development—*

- (a) *is compatible with the flood hazard of the land, and*

- (b) *is not likely to significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and*
- (c) *incorporates appropriate measures to manage risk to life from flood, and*
- (d) *is not likely to significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and*
- (e) *is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding.*
- (4) *A word or expression used in this clause has the same meaning as it has in the Floodplain Development Manual (ISBN: 0 7347 5476 0), published in 2005 by the NSW Government, unless it is otherwise defined in this clause.*
- (5) *In this clause—*
flood planning level *means the level of a 1:100 ARI (average recurrent interval) flood event plus 0.5 metre freeboard.*

Comment: The site is located within land identified as Flood Prone Land. The proposed use and fit out works will not change the flood behaviour or flow with the building footprint to remain the same; therefore, the application is acceptable, as submitted and of low impact. The proposal will require a condition of consent relating to flood controls at Construction Certificate stage to include power points above the 0.5m freeboard FPL and waterproof materials below the 0.5m freeboard FPL (if required).

5.4 Warringah Development Control Plan 2011

The DCP provisions are structured into two components, Objectives and Controls. The Objectives provide the framework for assessment under each requirement and outline key outcomes that a development is expected to achieve. The following are the relevant controls under Warringah Development Control Plan 2011 that are applicable to the proposed change of use to an artisan food and drink industry (brewery and tap room) including an associated internal fit-out, changes to the front elevation and business identification signage. Any non-compliance to the Council control will outline compliance with the Objectives of Warringah DCP 2011.

Note: A number of control provisions that are not related to the development proposal have been deliberately omitted.

Compliance Table			
Control	Requirement	Proposal	Compliance
Part C: Siting Factors			
C2 Traffic, Access and Safety	Applicants shall demonstrate that the location of vehicular and pedestrian access meets the objectives.	No change to the location of the existing vehicular and pedestrian access into the site.	Complies.
	Vehicle access is to be obtained from minor streets and lanes where available and practical.	No change to the location of the existing vehicular access into the site.	Complies.
	There will be no direct vehicle access to properties in the B7 zone from Mona Vale Road or Forest Way.	Not applicable.	Not applicable.
	Vehicle crossing approvals on public roads are to be in accordance with Council's Vehicle Crossing Policy (Special Crossings) LAP-PL413 and Vehicle Access to Roadside Development LAP-PL 315.	Not applicable.	Not applicable.
	Vehicle crossing construction and design is to be in accordance with Council's Minor works specification.	Not applicable.	Not applicable.
	Facilities for the loading and unloading of service, delivery and emergency vehicles are to be: appropriate to the size and nature of the development; screened from public view; and designed so that vehicles may enter and	No changes to the configuration of the loading and unloading areas of the premises.	Complies.

	leave in a forward direction.		
C3 Parking Facilities	<ul style="list-style-type: none"> • To provide adequate off street carparking. • To site and design parking facilities (including garages) to have minimal visual impact on the street frontage or other public place. • To ensure that parking facilities (including garages) are designed so as not to dominate the street frontage or other public spaces. 	No change to the existing four (4) spaces on the site	Complies.
C8 Demolition and Construction	All development that is, or includes, demolition and/or construction, must comply with the appropriate sections of the Waste Management Guidelines and all relevant Development Applications must be accompanied by a Waste Management Plan.	A waste management plan has been prepared by the operators, Quakers Hat Brewing, which outlines the demolition and construction waste generated by the proposed development.	Complies.
C9 Waste Management	All development that is, or includes, demolition and/or construction, must comply with the appropriate sections of the Waste Management Guidelines and all relevant Development Applications must be accompanied by a Waste Management Plan.	A waste management plan has been prepared by the operators, Quakers Hat Brewing, which outlines the demolition and construction waste generated by the proposed development.	Complies.
Part D: Design			
D3 Noise	Noise from combined operation of all mechanical plant and equipment must not generate noise levels that exceed the ambient background noise by more than 5dB(A) when measured in accordance with the NSW Industrial Noise Policy at the receiving boundary of residential and other noise sensitive land uses.	<p>The site is located within the middle of the Brookvale Industrial Precinct. The proposal will not impact residential zones and will not give rise to 'Offensive Noise'. The proposal will comply with the requirements of the <i>Protection of Environment Operations Act 1997</i>.</p> <p>The proposal is consistent with various other approvals granted for breweries within the</p>	Complies.

		immediate precinct, as highlighted on page 10.	
D10 Building Colours and Materials	<p>In highly visible areas, the visual impact of new development (including any structures required to retain land) is to be minimized through the use of appropriate colours and materials and landscaping.</p> <p>The colours and materials of development on sites adjoining, or in close proximity to, <u>bushland</u> areas, waterways or the beach must blend in to the natural landscape.</p> <p>The colours and materials used for <u>alterations and additions</u> to an existing structure shall complement the existing external building façade.</p>	The proposal includes increasing the height of the existing front doors and window. The proposed also includes the demolition of the front veranda. The proposal changes are consistent with the industrial precinct and retain the essence of the front elevation as existing.	Complies.
D14 Site Facilities	<ul style="list-style-type: none"> • To provide for the logical placement of facilities on site that will result in minimal impacts for all users, particularly residents, and surrounding neighbours. • To encourage innovative design solutions to improve the urban environment. • To make servicing the site as efficient and easy as possible. • To allow for discreet and easily serviceable placement of site facilities in new development. 	The proposal retains the existing loading facilities where waste management and loading occur. The proposal complies with the relevant aspects of D14.	Complies.
D20 Safety and Security	<ul style="list-style-type: none"> • To ensure that development maintains and enhances the security and safety of the community. <ol style="list-style-type: none"> 1. Buildings are to overlook streets as well as public and communal places to allow casual surveillance. 2. Service areas and 	The proposal increases safety and security to the site and the precinct. The proposal increases the glazing and removes the veranda which, in turn, allows greater casual surveillance for the front of Mitchell Road.	Complies.

	<p>access ways are to be either secured or designed to allow casual surveillance.</p> <p>3. There is to be adequate lighting of entrances and pedestrian areas.</p> <p>4. After hours land use activities are to be given priority along primary pedestrian routes to increase safety.</p> <p>5. Entrances to buildings are to be from public streets wherever possible.</p>		
Part H: Appendices			
Appendix 1: Car Parking Requirements	<p>The car parking requirements are as follows:</p> <p>Industry – 1.3 spaces per 100sqm GFA</p>	Refer to Section 5.4.1 below for full assessment.	Complies.

5.4.1. Car Parking Requirements

Warringah DCP 2011 prescribes a minimum vehicular off-street car parking rate of 1.3 spaces per 100sqm for industry and does not prescribe a minimum off-street vehicular parking rate for artisan food and drink industries. A review of similar uses approved in the Brookvale Industrial Precinct shows that comparisons should be drawn from other similar forms of development.

A Traffic Report has been prepared by Varga Traffic Planning Pty. Ltd. which provides a detailed assessment of the proposed traffic generating demand of both the brewery and tap room uses of the development. The tap room is anticipated to result in peak patronage levels after hours on both Friday and Saturday evenings with the arrival and departure of patrons to be dispersed over the period of several hours. The report states the following:

Peak taproom patronage levels are expected to occur after hours, on Friday and Saturday evenings.

Even during the peak patronage levels which are expected to occur on Friday and Saturday evenings, the arrival and departure of patrons is expected to be widely dispersed over periods of several hours.

Based on a “first principles” assessment as detailed earlier in this report, after-hours parking demands generated by taproom brewery tasting patrons could be in the order of 18 to 36 vehicles on Friday and Saturday evenings if the taproom was filled to capacity, and if all patrons travel by private car. In practice however, it is anticipated that some patrons are likely to walk to the site, whilst other patrons would likely travel by taxis or car share such as Uber or Ola, and would therefore not require car parking.

The taproom car parking demands could be accommodated in the readily available on-street car parking areas with an average of 82.0 to 123.1 vacant parking spaces available during the taproom operational hours.

In summary therefore, the proposed development could not be expected to have any unacceptable parking implications, and is recommended for approval.

In summary, the proposed change of use development is not expected to have any unacceptable parking and traffic implications.

In considering the above, the development is acceptable in complying with the objectives and controls of Warringah DCP 2011 and will not contribute to any adverse parking impacts.

6. Section 4.15 Considerations

In reviewing the Development Application, Council must consider the relevant planning criteria in Section 4.15 of the *Environmental Planning and Assessment Act, 1979*. Section 4.15 is addressed as follows:

6.1 Statutory Policy and Compliance – S.4.15(1)(a)

The relevant statutory planning policies have been assessed with respect to the relevant LEP and DCP as above in this Statement of Environmental Effects.

The planning provisions relevant to the proposed development include the following:

- Warringah Local Environmental Plan 2011;
- Warringah Development Control Plan 2011.

Refer to Section 5 for a full assessment under the Statutory Planning Policy requirements that are applicable to the proposed development.

6.2 Natural Environmental Impacts – S.4.15(1)(b)

The proposed change of use and internal fitout will not result in any impacts on the natural environment. The extent of these works is located entirely within the existing building footprint and does not involve the removal of any trees, reduction in the area of permeable landscaping or lowering of the ground level (existing). Subsequently, the proposed development will not contribute to any natural environmental impacts.

6.3 Built Environment Impacts – S.4.15(1)(b)

The built environmental impacts of the proposed development are as follows:

Built Form:

The proposed development will not result in any built form impacts from the existing streetscape setting of Mitchell Road, Brookvale. The works involves a change of use to an artisan food and drink industry including an associated internal fitout of the premises and signage to the existing building. The premises does not contribute to any additional visual bulk or scale impacts visible from the public domain.

Noise:

The site is located within the middle of the Brookvale Industrial Precinct. The proposal will not impact residential zones and will not give rise to 'Offensive Noise'. The proposal will comply with the requirements of the *Protection of Environment Operations Act 1997*. The proposal is consistent with various other approvals granted for breweries within the immediate precinct, as highlighted on page 10.

Odour:

The proposal will not have an adverse impact regarding odour as adequate provisions will be stalled onsite. The proposal is also similar to other breweries approved within the Brookvale Industrial Precinct and is located further away from residential zones than ones existing in the area. The proposed development is not expected to give rise to any adverse odour impacts to the neighbouring buildings or result in odour impacts that are unlikely to extend beyond the property boundaries.

Parking & Traffic:

A Traffic Report has been prepared by Varga Traffic Planning Pty. Ltd. which provides a detailed assessment of the proposed traffic generating demand of both the brewery and tap room uses of the development. The tap room is anticipated to result in peak patronage levels after hours on both Friday and Saturday evenings with the arrival and departure of patrons to be dispersed over the period of several hours. The report states the following:

Peak taproom patronage levels are expected to occur after hours, on Friday and Saturday evenings.

Even during the peak patronage levels which are expected to occur on Friday and Saturday evenings, the arrival and departure of patrons is expected to be widely dispersed over periods of several hours.

Based on a “first principles” assessment as detailed earlier in this report, after-hours parking demands generated by taproom brewery tasting patrons could be in the order of 18 to 36 vehicles on Friday and Saturday evenings if the taproom was filled to capacity, and if all patrons travel by private car. In practice however, it is anticipated that some patrons are likely to walk to the site, whilst other patrons would likely travel by taxis or car share such as Uber or Ola, and would therefore not require car parking.

The taproom car parking demands could be accommodated in the readily available on-street car parking areas with an average of 82.0 to 123.1 vacant parking spaces available during the taproom operational hours.

In summary therefore, the proposed development could not be expected to have any unacceptable parking implications, and is recommended for approval.

In summary, the proposed change of use development is not expected to have any unacceptable parking and traffic implications.

In considering the above, the development is acceptable in complying with the objectives and controls of Warringah DCP 2011 and will not contribute to any adverse parking impacts.

6.4 Social and Economic Impacts – S.4.15(1)(b)

The proposal does not give rise to any adverse social and economic impacts.

6.5 Suitability of the site for development – S.4.15(1)(c)

The proposal is a permissible form of development within the IN1: General Industrial Zone and will be consistent with the zone objectives. The development is a suitable use of the site.

6.6 The Public Interest – S.4.15(1)(e)

The proposal will not compromise the environmental amenity of the neighbouring properties or the character of the existing streetscape setting. No submissions have been considered at the preparation of this Statement of Environmental Effects, and the proposal is unlikely to generate an unreasonable impact.

7. Conclusion

- The merits of the proposal have been assessed in accordance with the provisions of the relevant clauses of WLEP 2011 and the provisions of 4.15 of the *Environmental Planning and Assessment Act, 1979* (as amended).
- The proposed use of the subject property for the purposes of an artisan food and drink industry is a permissible land use under WLEP 2011 and it is submitted that the proposal is consistent with the objectives of the zone and the provisions of WDCP.
- The proposal will not result in any significant environmental impacts to the immediately adjoining premises.
- Accordingly, the proposal for the change of use as an artisan food and drink industry, internal fit out, minor façade changes and business identification signs at 11 Mitchell Road, Brookvale, is acceptable from environmental, social and planning perspectives and approval should therefore be granted by Council.