

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2021/1375
<b>Date:</b>	21/12/2021
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 51 SP 50167 , 14 / 54 Wattle Road BROOKVALE NSW 2100 Lot 52 SP 50167 , 14 / 54 Wattle Road BROOKVALE NSW 2100 Lot 56 SP 50167 , 14 / 54 Wattle Road BROOKVALE NSW 2100 Lot 57 SP 50167 , 14 / 54 Wattle Road BROOKVALE NSW 2100 Lot 58 SP 50167 , 14 / 54 Wattle Road BROOKVALE NSW 2100 Lot 59 SP 50167 , 14 / 54 Wattle Road BROOKVALE NSW 2100

### Officer comments

#### Amended comments on amended plans and operational plan - 21/12/21

The amended proposal has reduced the area of the proposed outdoor seating area to from 73.9sqm to 31 sqm and has reduced their proposed peak patronage level from 150 to 100 persons. These changes have reduced the parking demands expected to be generated by the expanded operations. It is also noted that the proposed increase in patrons is only sought for Friday evenings and on weekends when parking demands in the surrounding Industrial area will be reduced.

The amended parking layout reveals a couple of non conformities. i.e the disabled parking space is not sized or marked as per the requirements of AS2890.6. In addition the ride share space is poorly sited where drivers would need to manoeuvre into the adjacent "buffer zone" in order to enter or exit from the space in a forwards direction. It is considered that the dedicated ride share space should be relocated (to space 8) and the current ride share space reallocated as a hatched shared zone adjacent to the disabled parking space. These changes would bring the total parking numbers on site for afterhours operations to 19 (7 spaces allocated to 7th Day plus 12 spaces permitting after hours use from Harbord Beach Service Station and Aluxor). Subject to the above changes being made the parking supply is considered to be acceptable given the reduced size of the outdoor seating area and reduced maximum patron numbers.

the Transport Network team is now supportive of the proposal.

#### Original comments - 12/10/21

The proposal is for the extension of the liquor licensed area into the car parking area from 4pm on Friday through the closing time on Sunday. The proposal includes increasing the maximum capacity to 150 patrons while 6 parking spaces are to be removed due to the expansion of the licensed area.

The proposed gross floor areas are measured as below:

- The total gross floor space is 479m<sup>2</sup>.
- The proposed gross floor area for the industrial retail outlet (tap room) is 121m<sup>2</sup> for the indoor area
- The proposed gross floor area for the industrial retail outlet (tap room) is 73.9m<sup>2</sup> for the outdoor area

It is noted that the existing use was approved for 36m<sup>2</sup> of a brewery, 132 m<sup>2</sup> of tasting room, and a maximum capacity of 70 patrons, while 15 parking spaces were allocated to the use.

Reviewing the proposal, the following concerns are raised:

- Parking provision: Following the receipt of several Artisan Food and Drink proposals, particularly in the Brookvale industrial area, Council's Transport team has been adopting the following parking rate for liquor licensed areas as a consistent approach:

"For premises greater than 120m<sup>2</sup> GFA (liquor licensed area) the requirement is for 15 parking spaces for every 100m<sup>2</sup> of the licenced area"

This equates to the proposed licensed area being required to provide 30 parking spaces. Given the location of the proposed use within an industrial complex, any parking shortfall in allocated parking spaces shall be accommodated within the industrial complex. The applicant is required to obtain and submit to Council a written agreement from adjacent business premises within the industrial complex for the ongoing exclusive use of parking spaces during the proposed extended period. The agreement shall be submitted to Council for consideration.

If the above cannot be obtained an alternative option will be to reduce the approved patronage numbers to a maximum of 120 persons.

- Proposed parking layout: the proposed parking layout is not supported due to the following:
  - Disabled parking space: The provision of a mobile disabled parking space is not supported. The disabled parking space must be linemarked and signposted in compliance with Australian Standards AS2890.1:2004 to ensure it is accessible, appropriately sized and always available for use. In addition, installation of a bollard within the shared area as required by AS2890.1:2004 is also considered necessary.
  - Parking space No.1 located adjacent to the temporary fencing raises a safety concern. The space also appears to be non-compliant with Australian Standards due to being very close to the fence/bollards and therefore of inadequate width.
  - A minimum of one parking space is to be allocated as an Uber/Ride Share pick-up/drop off space.
  - The applicant shall provide a dimensioned plan demonstrating a detailed car parking area that includes all parking spaces linemarked and signposted in accordance with Australian Standards. The plan shall clearly denote the parking spaces which will not be in use during the proposed extension to the licensed area. This should include a safe buffer between the car parking/manoeuvring area and the seating area as well as the provision of appropriate separation fencing.

Given that the proposal is for changes outside of the peak traffic period, when traffic volumes in the industrial area are low, the traffic generated is not considered to have adverse impact on the road network.

In view of the above, further information addressing the concerns above is required. The transport team is not therefore in support of the proposal in its currently proposed form.

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:**

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

**Vehicle Access & Parking**

All internal driveways, vehicle turning areas, garages and vehicle parking space/ loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Off-street Parking standards).

With respect to this, the following revision(s) must be undertaken;

The proposed rideshare spot shall be relocated to the parking denoted as space 8 on the site plan issued 12 December 2021. The space currently denoted as the rideshare spot should be reallocated as a hatched shared zone area adjacent to the disabled space in compliance with AS2890.6

Plans prepared by a suitably qualified Engineer shall be submitted to the Council for endorsement and such endorsement provided to the Certifying Authority prior to the issue of a Construction Certificate.

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

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

**Allocated Parking Spaces (retail/commercial)**

Parking allocated to this development must be clearly signposted and linemarked as being for the exclusive use of this development. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure parking availability.

**Disabled Parking Spaces**

Where disabled parking spaces are provided they must be in accordance with AS2890.6:2009.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the

issue of any Occupation Certificate.

Reason: To ensure compliance with Australian Standards.

**Shared Zone Bollard**

A bollard is to be provided at the shared zone adjacent to the disabled space in accordance to Australian Standards AS2890.6:2009.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure compliance with Australian Standards.