

Proposed Amendments to a
Previously Approved Brewery Development

Unit 14, 54 Wattle Road, Brookvale

TRAFFIC AND PARKING ASSESSMENT REPORT

30 March 2020

Ref 19597

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants 

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1. INTRODUCTION

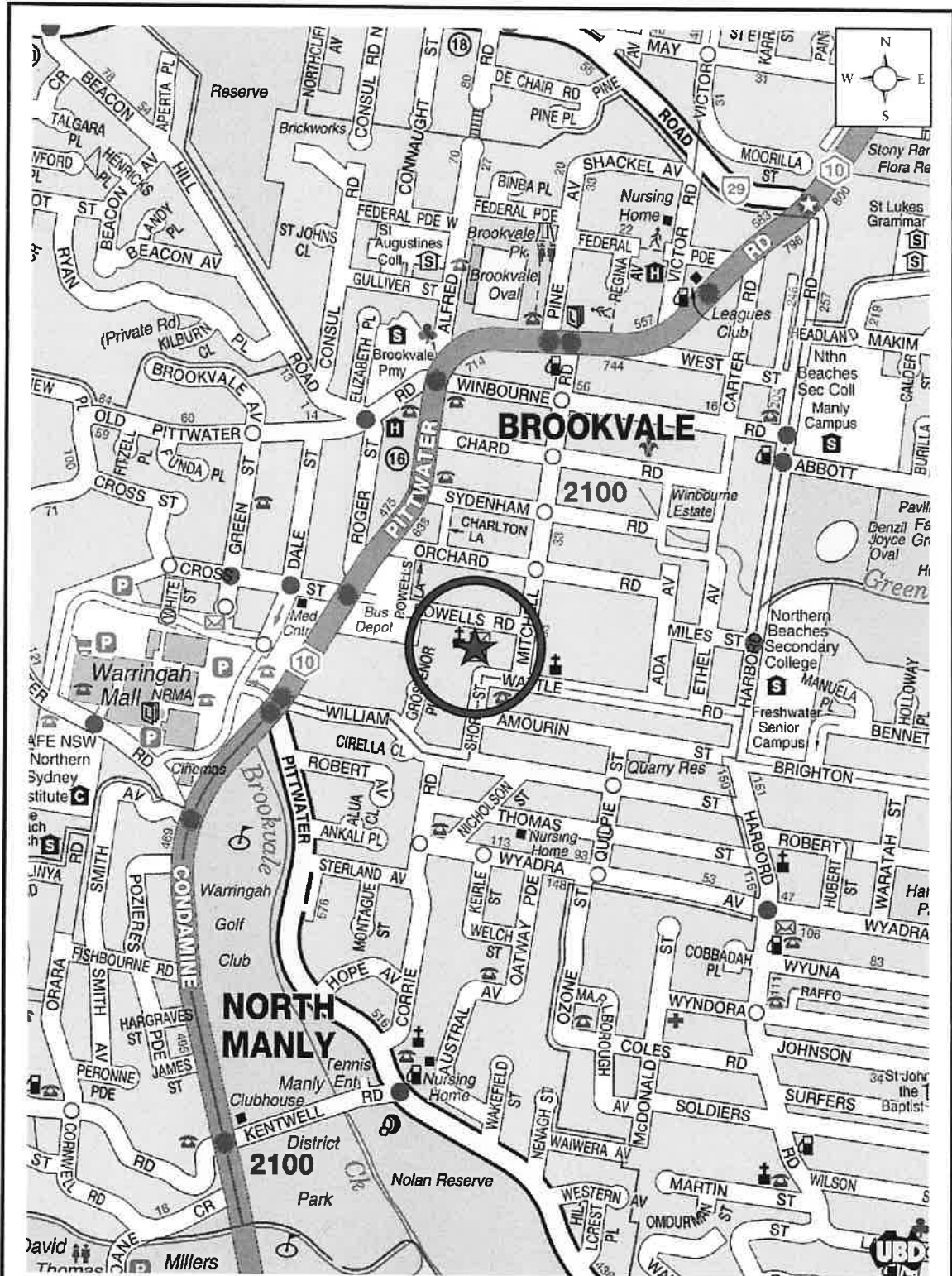
This report has been prepared to accompany a development application to Northern Beaches Council for amendments to a previously approved brewery development located at Unit 14, 54 Wattle Road, Brookvale (Figures 1 and 2).

Council has previously approved the internal fit-out of the former bulky goods retail premises that occupied the subject unit to facilitate its use as a brewery with a taproom for brewery tasting. Off-street car parking was approved to be accommodated within the existing car parking area.

The proposed development seeks to extend the licensed venue into part of its car parking area, directly in front of the unit, and to increase its patronage capacity from 5pm on Friday evenings through to closing time Sundays only.

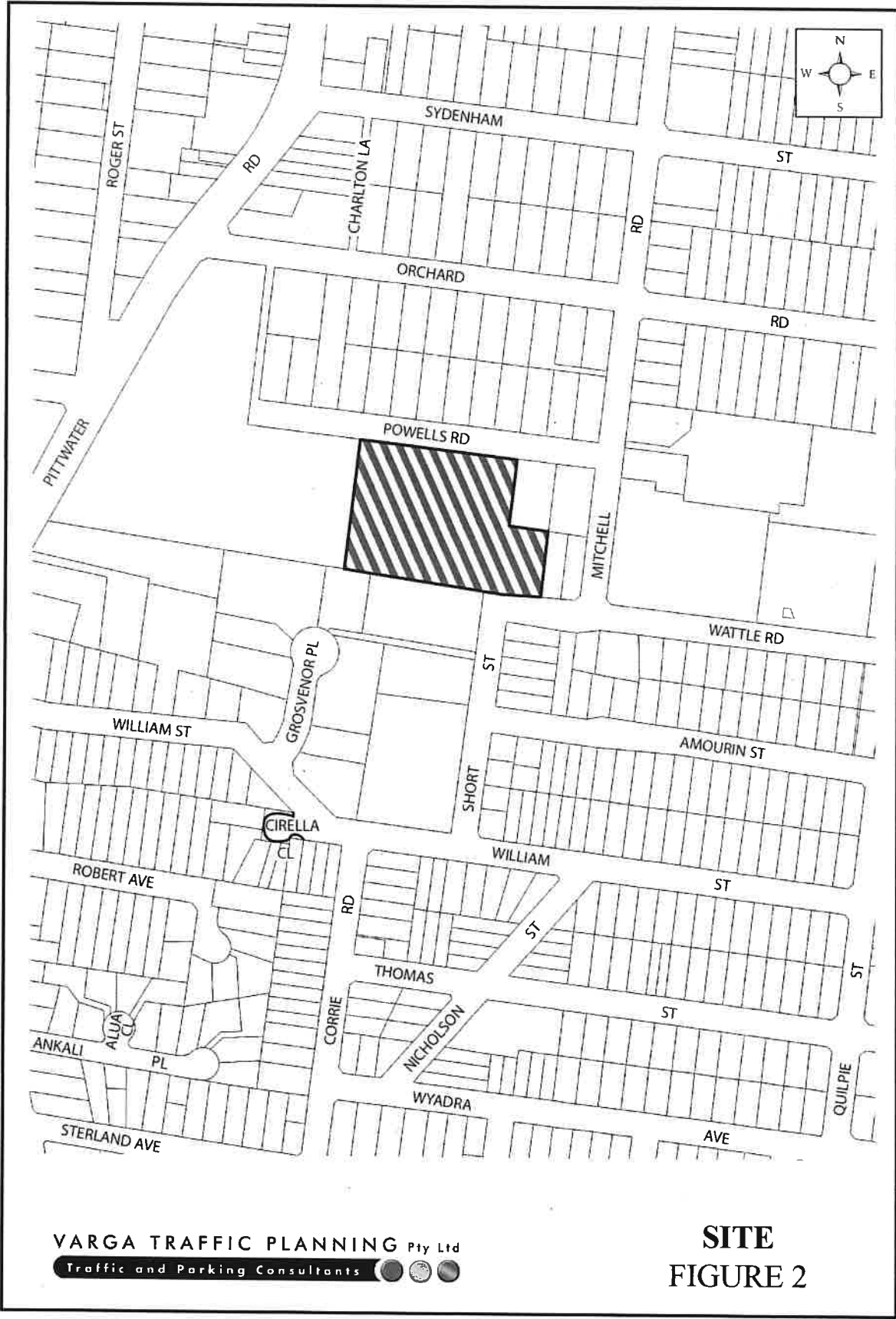
The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site, and the traffic conditions on that road network
- reviews the public transport services available within the vicinity of the site
- estimates the traffic generation potential of the development proposal and assesses the traffic implications of the development proposal in terms of road network capacity
- assesses the adequacy and suitability of the quantum of off-street car parking required by the proposed development as well as the available on-street parking during the proposed expanded operating hours.



VARGA TRAFFIC PLANNING Pty Ltd
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LOCATION
FIGURE 1



VARGA TRAFFIC PLANNING Pty Ltd
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SITE
FIGURE 2

2. PROPOSED DEVELOPMENT

Site

The subject site is located on the southern side of Powells Road, some 100 metres west Mitchell Road. The site has street frontages approximately 121 metres in length to Powells Road, approximately 43 metres in length to Wattle Road and occupies an area of approximately 1.4 hectares.

Council has previously approved the internal fit-out of the subject unit for use as a brewery (36m²), and a taproom (132m²) for brewery tasting with up to 70 patrons (seating for 50 and standing for 20).

The operational hours of the premises are approved as follows:

- brewery: 7:00am - 4:00pm, Monday-Friday
- taproom: 11:00am – 12:00am, Monday-Sunday

Off-street car parking was approved in the 15 car spaces allocated to Unit 14, with vehicular access provided via separate entry/exit driveways off Powells Road and off Wattle Road.

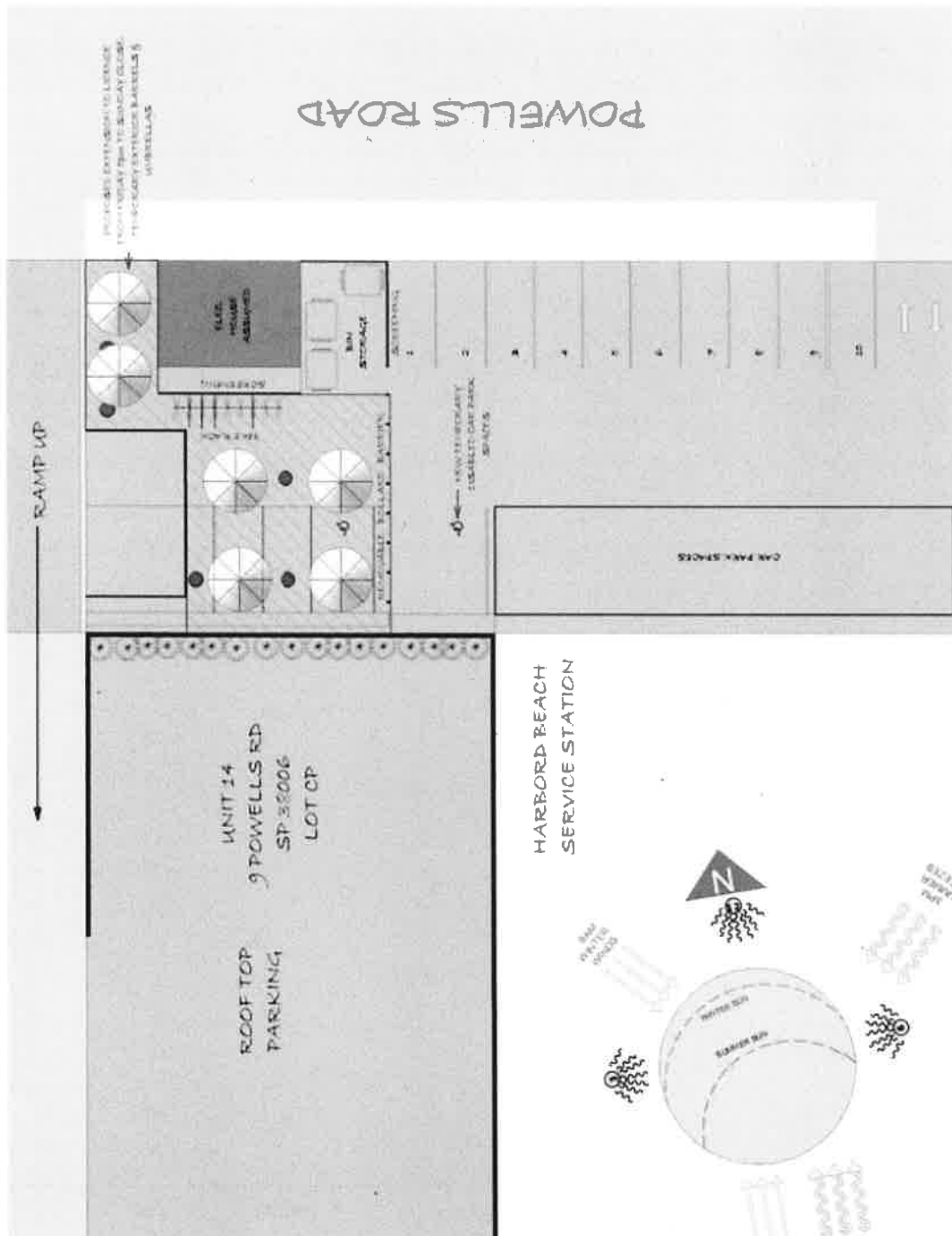
Proposed Development

The proposed development seeks to extend the licensed venue into part of its car parking area, directly in front of the unit, and to accommodate an additional 130 patrons outside of business, from 5pm on Friday evenings through to closing time on Sundays only.

The extended outdoor area will temporarily occupy 6 car spaces directly in front of the unit from 5pm on Friday through to Sunday. The temporary use of those 6 spaces will be offset by a formal agreement with the adjoining units on the site to use their allocation of 36 car spaces during this period, as per the attached agreement letters (Appendix B).

Loading, servicing and vehicular access arrangements will be retained unchanged, consistent with the previously approved development, and will continue to operate during business hours as presently occurs.

Plans of the proposed development have been prepared by *DeMont DeSign* and are reproduced in the following pages.



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| SITE PLAN | |
|-------------|-------------------------|
| Client Name | 2014/01/01 - 2014/01/01 |
| Client Ref | 2014/01/01 - 2014/01/01 |
| Drawn by | 2014/01/01 - 2014/01/01 |
| Scale | 1:200 |

| No. | Description | Date |
|-----|-------------|------|
| | | |
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| Demont Design P.O. Box 3471 Ennis, NSW, 2250 Mobile 0400 743 708 www.demontdesign.com.au | 7th Day Brewery c/o Mr. Peter Heston Jones Unit 14 / 9 Powells Road AKA 54 Wattle Road BROOKVALE, NSW, 2100 SP 38006, LOT CP |
|--|--|

3. TRAFFIC ASSESSMENT

Road Hierarchy

Pittwater Road is classified by the RMS as a *State Road* and provides the key north-south road link in the area, linking Manly to Church Point. It typically carries three traffic lanes in each direction in the vicinity of the site, including dedicated Bus Lanes during peak commuter periods.

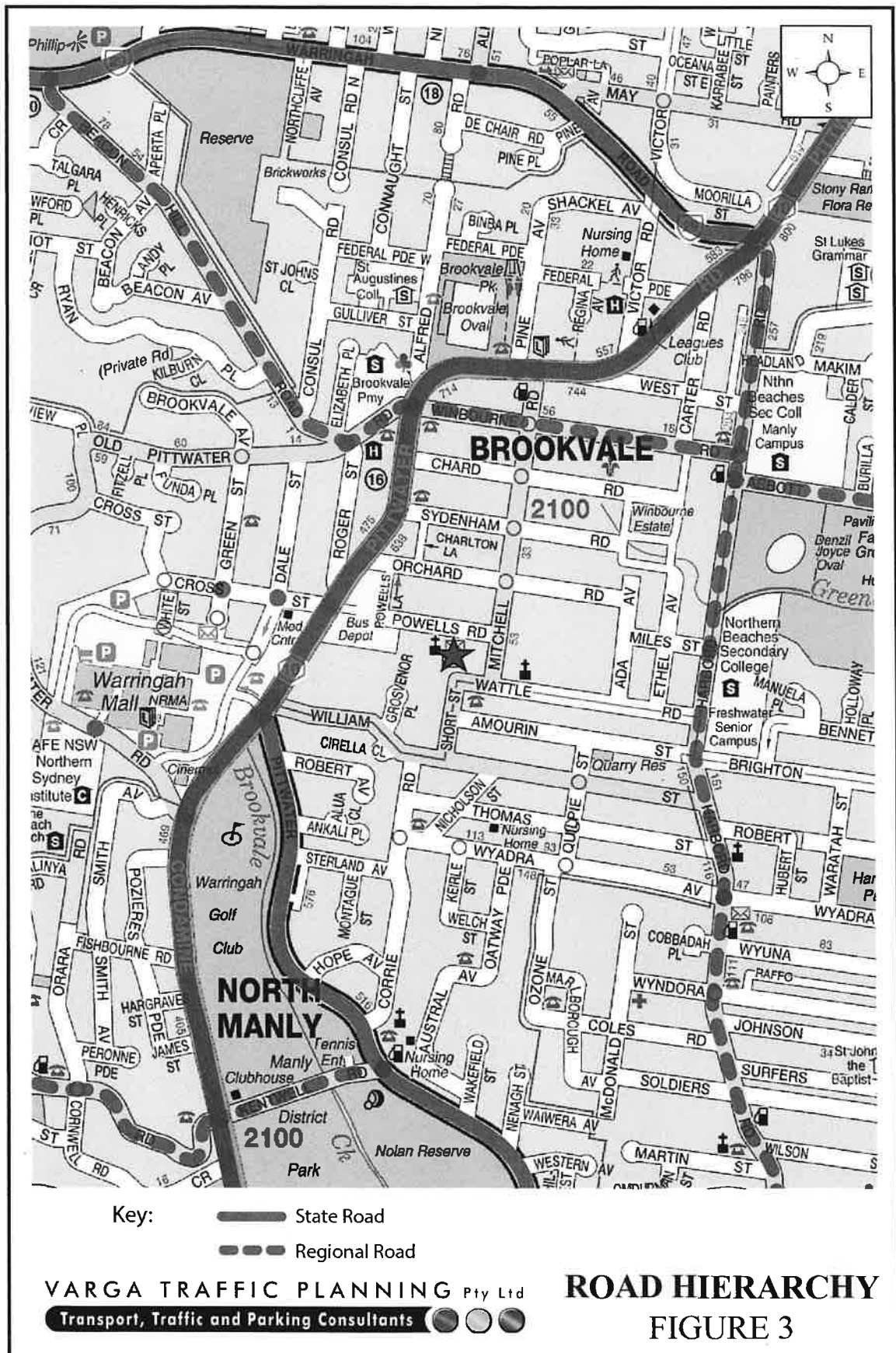
Warringah Road is also classified by the RMS as a *State Road* and provides the key east-west road link in the area, linking Brookvale to Roseville. It typically carries three traffic lanes in each direction in the vicinity of the site with turning bays provided at key locations.

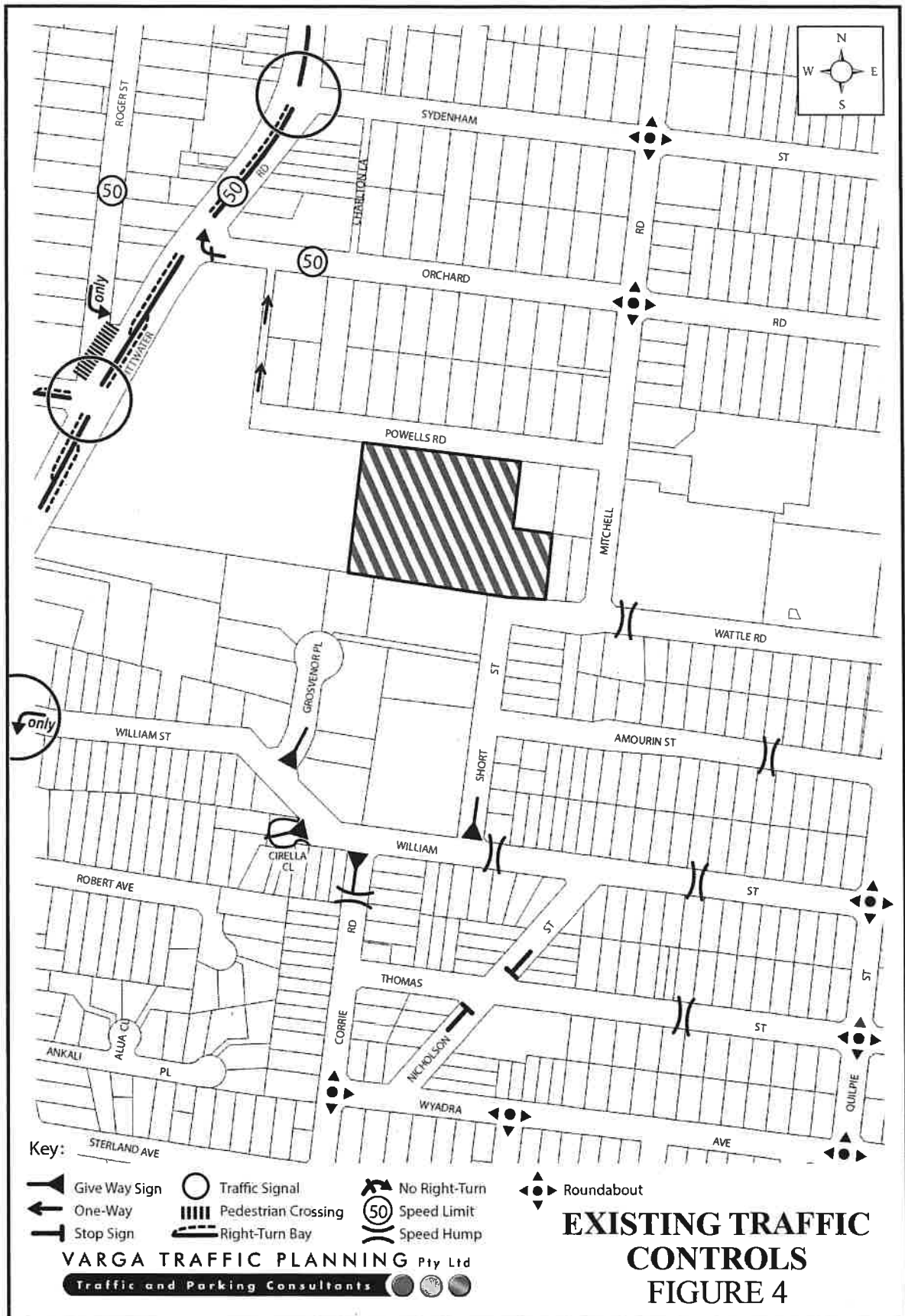
Powells Road, Mitchell Road and Wattle Road are local, unclassified roads that are primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted along both sides of these roads.

Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Pittwater Road
- a 50 km/h SPEED LIMIT which applies to Orchard Road and all other local roads in the area
- TRAFFIC SIGNALS in Pittwater Road where it intersects with Roger Street and also Sydenham Road
- ROUNDABOUTS in Mitchell Road where it intersects with Orchard Road and also Sydenham Road.





Existing Public Transport Services

The subject site is conveniently located close to existing public transport services as illustrated on Figure 5.

The new B-Line service is now operational between Mona Vale and Wynyard with the nearest bus stop located within an approximately 700 metres (or 8 minutes) walking distance to/from the site. All B-Line stops are equipped with a real-time passenger travel information board displaying the estimated time of bus routes that are due to arrive at the bus stop based on real-time GPS data. The B-Line provides a “turn up and go” service 7 days a week, running from 4:30am-12:30am meaning that the service frequency is typically less than 10 minutes from start to finish and customers won’t ever need to reply on a timetable.

Further to the implementation of the B-Line service, new bus timetables in the Northern Beaches area are now in effect, including almost 7,000 extra weekly trips across the bus network.

These bus services are also accessible on Pittwater Road, and include: route 132 (Warringah Mall to Manly via North Balgowlah), route 135 (North Head to Warringah Mall via Manly), route 139 (Warringah Mall to Manly via South Curl Curl), route 145 (Warringah Mall to Seaforth), route 146 (Wheeler heights to Manly), route 151 (Mona Vale to City QVB), route 158 (Cromer to Manly), route 159 (Dee Why to Manly), route 169 (Manly to City Wynyard via Narrabeena), route 178 (Cromer Heights to City Wynyard), route 180 (Collaroy Plateau to City Wynyard), route 185 (Mona Vale to Warringah Mall via Warriewood), route 188 (Mona Vale to City Wynyard), route 199 (Palm Beach to Manly), route 280 (Warringah Mall to Chatswood) plus several express services including E54, E68, E75, E76, E77, E78, E79, E80, E83, E85 and L90.

On the above basis, it is clear that the site has excellent connectivity to public transport services and is well located to promote the greater use of active/sustainable modes of transport.

Projected Traffic Generation

The traffic implications of the development proposal primarily concern the effects of the *additional* traffic flows generated as a result of the development and its impact on the operational performance of the adjacent road network during the morning and afternoon commuter peak periods.

An indication of the traffic generation potential of the development proposal is provided by reference to the Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated traffic generation rates in the recently published RMS *Technical Direction (TDT 2013/04a)* document.

However, the RMS *Guidelines* and its *Technical Direction* do not nominate a trip generation rate for a licenced premises.

In this regard, the additional after-hours patronage levels on Friday from 5pm Friday through to Sunday are expected to be highly variable, with arrival and departure of patrons expected to be widely dispersed over periods of several hours.

Based on a “first principles” assessment therefore, if the proposed outdoor venue was filled to capacity with the 130 additional patrons and the arrival of patrons was dispersed over a period of say 2 hours, the taproom brewery tasting could be expected to generate approximately 26 vehicles per hour if a vehicle occupancy of 2.5 persons per car was adopted. In practice, some of those patrons would likely walk to the site, whilst other patrons would likely travel by taxis or car share such as Uber or Ola, and would not require car parking.

In any event, the additional peak hour traffic activity of 26 vph which could be generated by the expansion proposal during the Friday evening road network peak period is minimal and will clearly not have any unacceptable traffic implications in terms of road network capacity.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

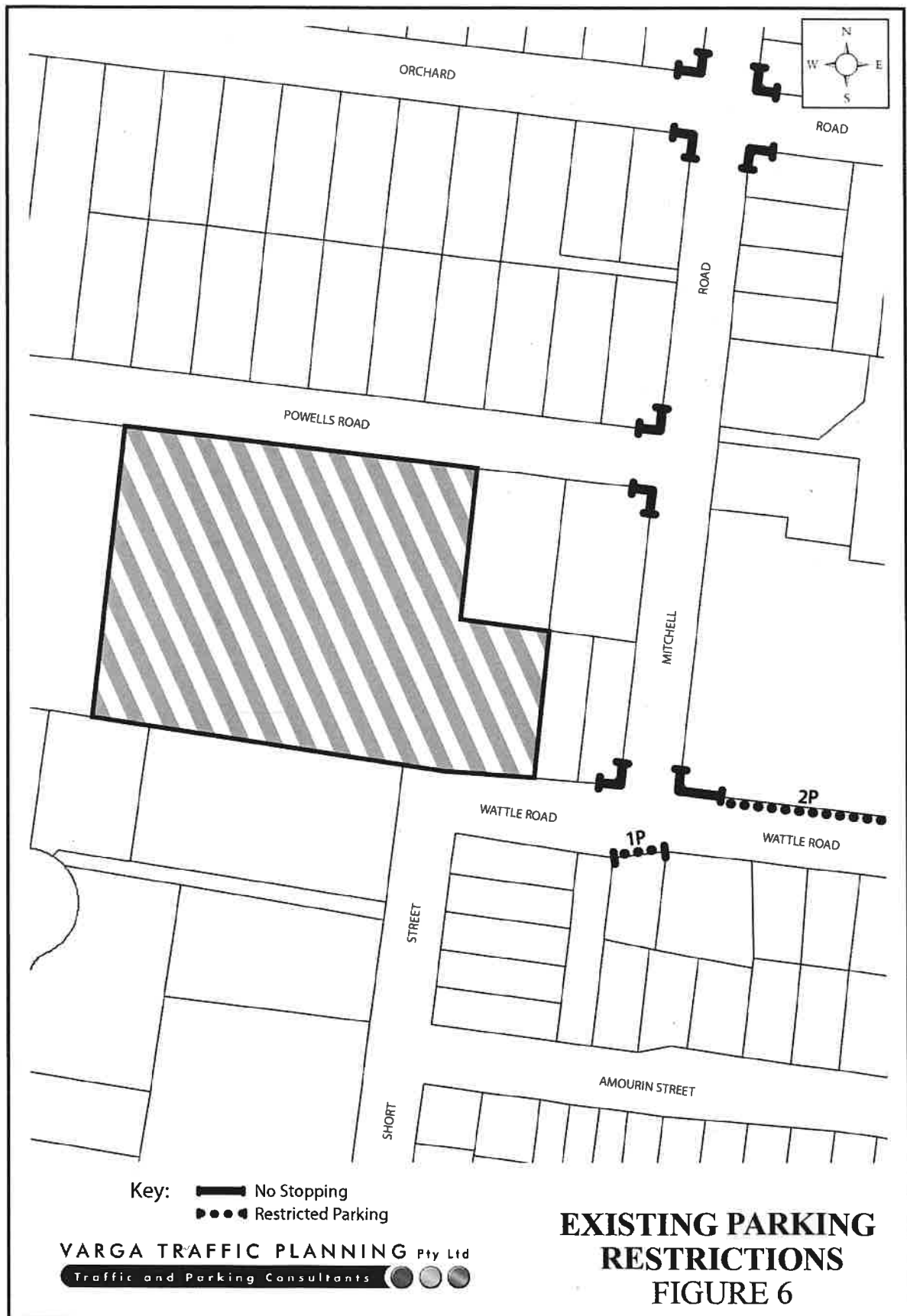
There are generally no kerbside parking restrictions that apply along both sides of Powells Road, Michell Road and Wattle Road including along both site frontages.

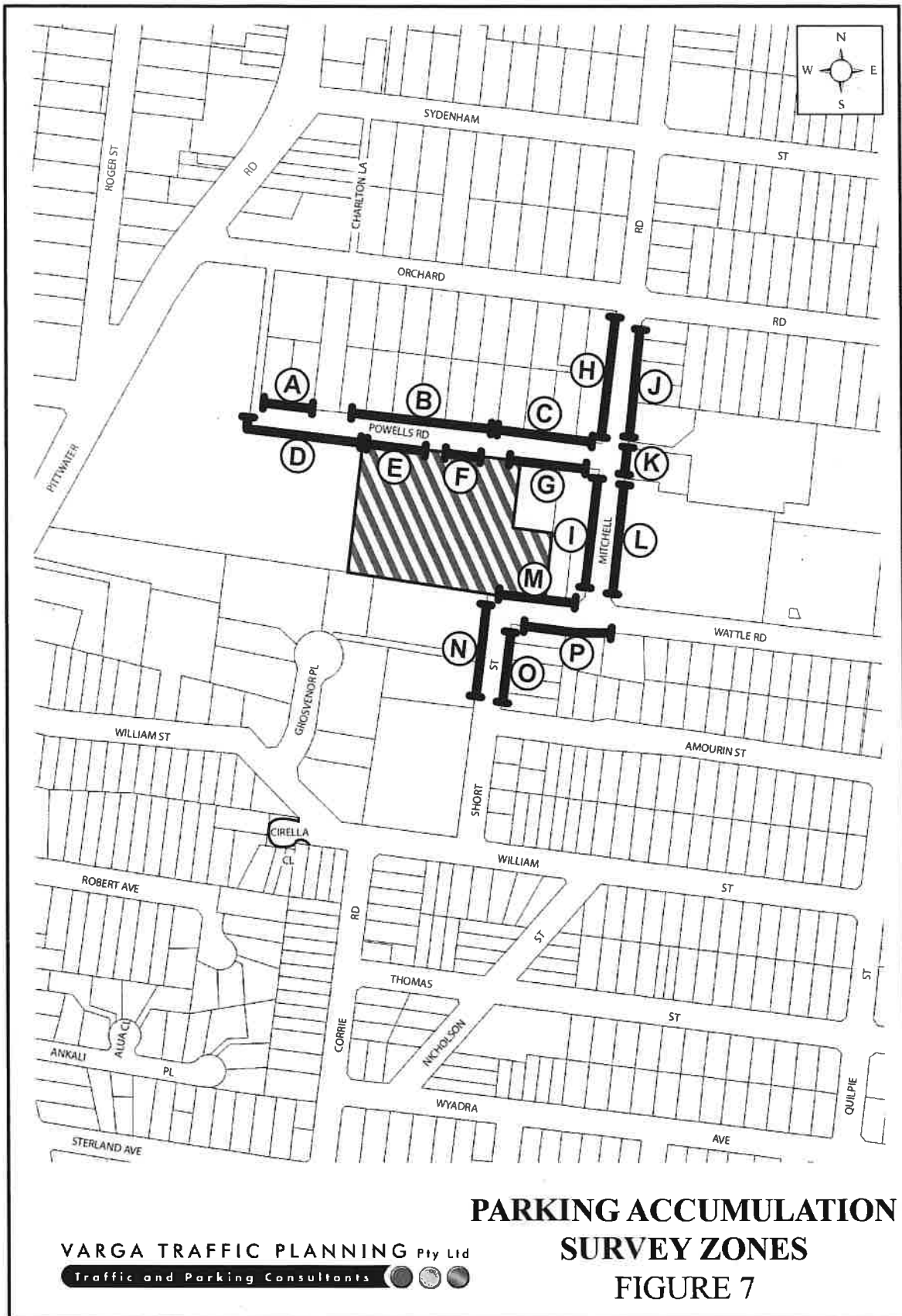
Parking Accumulation Surveys

As requested by Council a detailed parking accumulation survey was undertaken to identify the general availability of on-street parking located in the vicinity of the subject site, as illustrated on Figure 7.

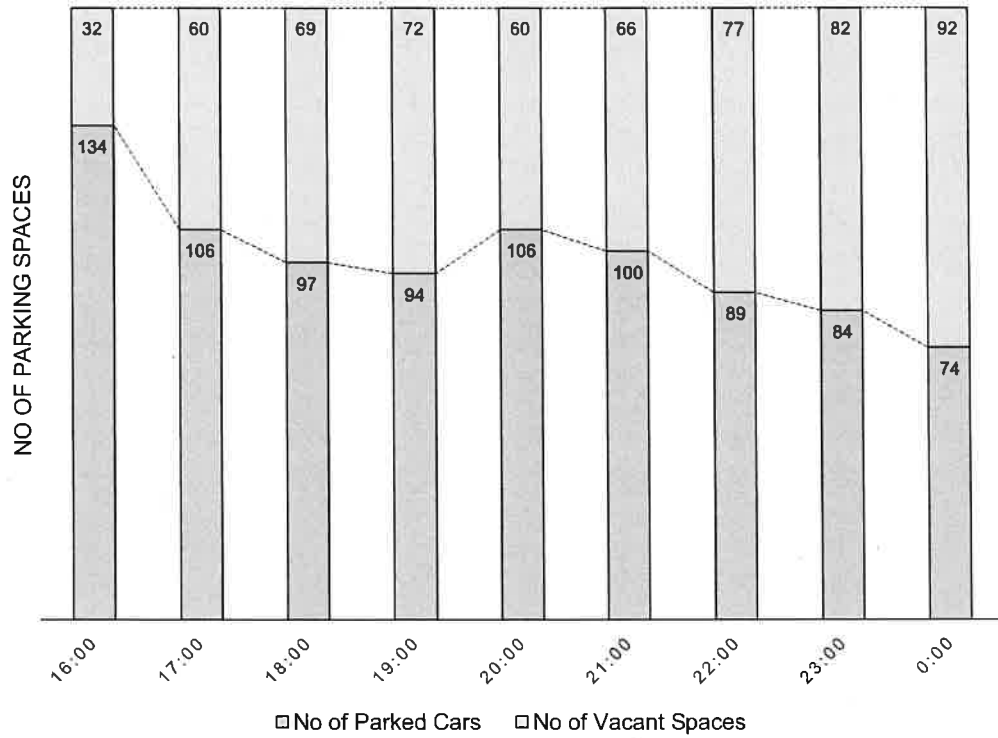
The surveys were undertaken between 4:00pm and 12:00 midnight on Friday 13th December 2019, as well as 11:00am and 12:00 midnight on Saturday 14th December 2019 and Sunday 15th December 2019, the results of the parking accumulation surveys have been reproduced in full in Appendix A and summarised in Graph 1 to 3 overleaf, revealing that:

- there is a total of 166 on-street parking spaces located within a short walking distance to/from the site
- the peak parking demand on Friday evenings at 5:00pm was a total of 106 parked cars recorded, leaving *60 vacant parking spaces* available
- there is an average of *72.3 vacant parking spaces* available between 5:00pm to 12:00 midnight during the expanded operational hours on Friday evenings
- the peak parking demand on weekends occurred at 12:00 noon on Saturday with a total of 110 parked cars recorded, leaving *56 vacant parking spaces* available
- there is an average of *85.0 vacant parking spaces* available during the expanded operation hours over the weekend.

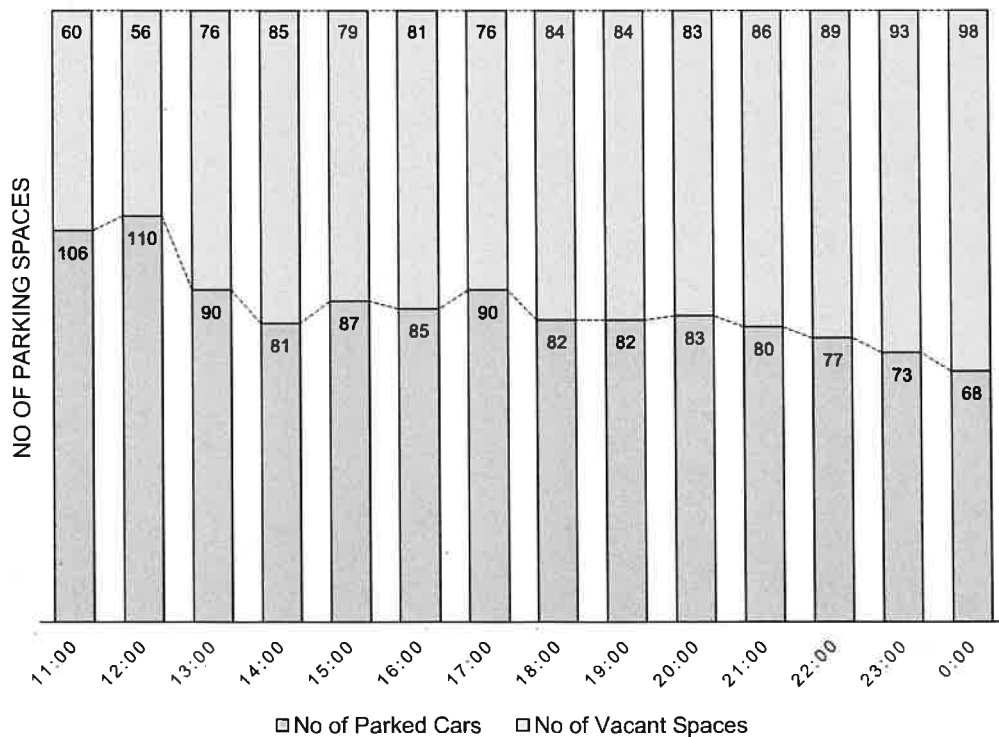


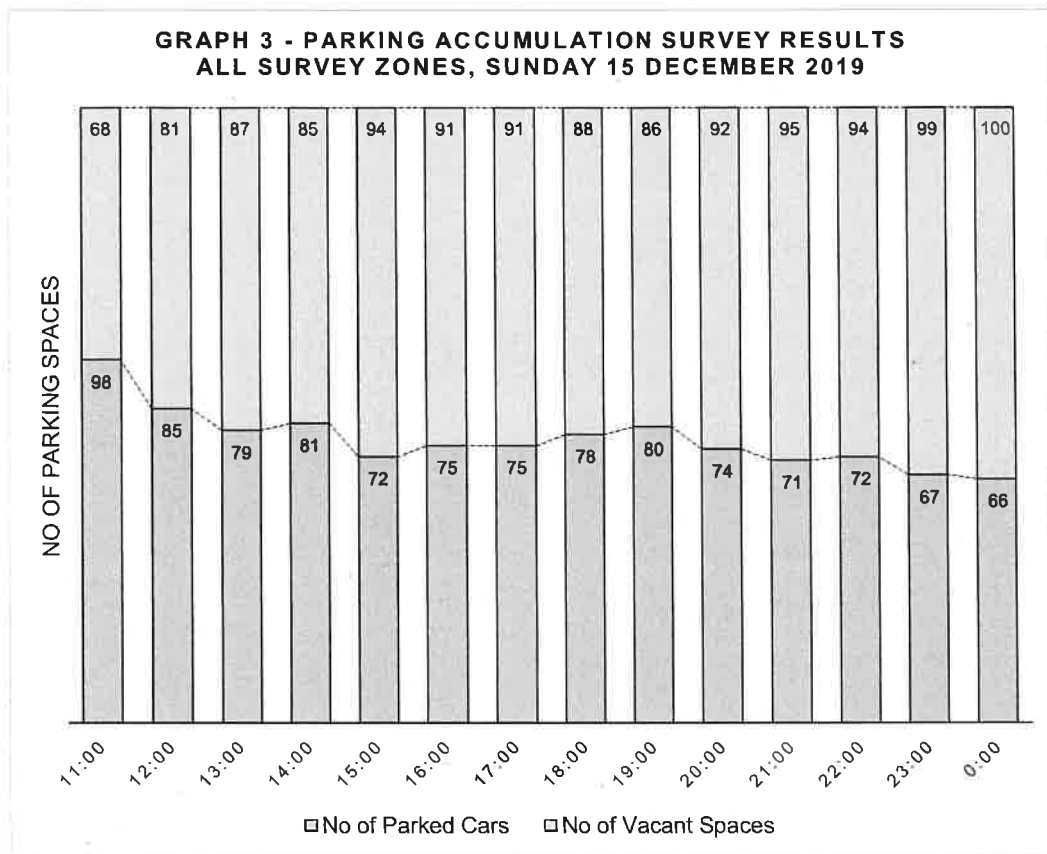


**GRAPH 1 - PARKING ACCUMULATION SURVEY RESULTS
ALL SURVEY ZONES, FRIDAY 13 DECEMBER 2019**



**GRAPH 2 - PARKING ACCUMULATION SURVEY RESULTS
ALL SURVEY ZONES, SATURDAY 14 DECEMBER 2019**





Off-Street Car Parking Provisions

The off-street car parking requirements applicable to various developments in the Northern Beaches Council LGA are specified in the *Warringah Development Control Plan 2011, Appendix 1 Car Parking Requirements* document. However, it does not nominate a car parking requirement applicable to licenced premises

As mentioned in the foregoing, the additional after-hours patronage levels on Friday evenings past 5pm through to Sunday are expected to be highly variable, with arrival and departure of patrons 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 the additional taproom brewery tasting patrons could be in the order of 26 to 52 vehicles during expanded operational hours on Friday evenings through to Sunday *if* the venue 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* and would therefore not require car parking.

The majority of those after-hours car parking demands could be easily accommodated within the substantial spare on-street car parking capacity which is readily available in the vicinity of the site, should the need ever arise.

In addition, a formal agreement with the adjoining units on the site allows the use of their 36 car parking spaces on the site on an after-hours basis as per the attached agreement letters provided in Appendix B.

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

APPENDIX A

PARKING ACCUMULATION SURVEY DATA



R.O.A.R. DATA
Reliable, Original & Authentic Results
 Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
 Job No / Name : 7255 BROOKVALE Powells Rd Parking 2
 Day/Date : Friday 13th December 2019



| Area | Location | Cap | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | 2400 |
|----------------------------------|-------------------------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| A | Powells Rd North / Side | 3 | 2 | 0 | 0 | 1 | 3 | 3 | 3 | 1 | 0 |
| B | Powells Rd North / Side | 15 | 12 | 9 | 10 | 10 | 12 | 11 | 9 | 9 | 7 |
| C | Powells Rd North / Side | 8 | 5 | 6 | 5 | 4 | 5 | 4 | 4 | 4 | 3 |
| D | Powells Rd South / Side (90°) | 36 | 33 | 23 | 21 | 21 | 28 | 28 | 23 | 24 | 21 |
| E | Powells Rd South / Side | 8 | 9 | 4 | 5 | 6 | 7 | 6 | 5 | 5 | 4 |
| F | Powells Rd South / Side | 6 | 5 | 6 | 6 | 6 | 6 | 5 | 3 | 1 | 0 |
| G | Powells Rd South / Side | 6 | 6 | 6 | 6 | 5 | 5 | 4 | 3 | 1 | 0 |
| H | Mitchell Rd West / Side | 14 | 10 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| I | Mitchell Rd West / Side | 14 | 14 | 13 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| J | Mitchell Rd East / Side | 9 | 9 | 6 | 5 | 4 | 3 | 3 | 3 | 3 | 3 |
| K | Mitchell Rd East / Side | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| L | Mitchell Rd East / Side | 14 | 9 | 6 | 5 | 4 | 5 | 5 | 5 | 5 | 5 |
| M | Wattia Rd North / Side | 8 | 7 | 5 | 4 | 5 | 4 | 3 | 3 | 3 | 3 |
| N | Short St West / Side | 7 | 4 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| O | Short St East / Side | 8 | 3 | 4 | 5 | 4 | 4 | 4 | 4 | 4 | 4 |
| P | Wattle Rd South / Side | 8 | 5 | 5 | 4 | 3 | 3 | 3 | 3 | 3 | 3 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| Total of Vehicles | | 166 | 134 | 106 | 97 | 94 | 106 | 100 | 89 | 84 | 74 |
| Number of Vacant Vehicles | | | 32 | 60 | 69 | 72 | 60 | 66 | 77 | 82 | 92 |
| % of Capacity Used | | | 80.7% | 63.9% | 58.4% | 56.6% | 63.9% | 60.2% | 53.5% | 50.6% | 44.6% |

**R.O.A.R. DATA***Reliable, Original & Authentic Results*

Ph.88196847, Mob.0418-239019



Client : Varga Traffic Planning
 Job No / Name : 7255 BROOKVALE Powells Rd Parking 2
 Day/Date : Saturday 14th December 2019

| Area | Location | Cap | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | 2400 |
|----------------------------------|-------------------------------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| A | Powells Rd North / Side | 3 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B | Powells Rd North / Side | 15 | 12 | 9 | 8 | 6 | 5 | 6 | 6 | 7 | 6 | 6 | 4 | 4 | 3 | 3 |
| C | Powells Rd North / Side | 8 | 6 | 6 | 4 | 5 | 4 | 3 | 5 | 3 | 3 | 3 | 3 | 3 | 2 | 2 |
| D | Powells Rd South / Side (90°) | 36 | 18 | 20 | 19 | 18 | 20 | 21 | 19 | 19 | 20 | 20 | 20 | 21 | 22 | 20 |
| E | Powells Rd South / Side | 8 | 6 | 5 | 4 | 4 | 5 | 5 | 4 | 4 | 4 | 5 | 5 | 4 | 3 | 3 |
| F | Powells Rd South / Side | 6 | 3 | 4 | 1 | 2 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 1 |
| G | Powells Rd South / Side | 6 | 4 | 4 | 1 | 2 | 3 | 3 | 6 | 3 | 3 | 3 | 3 | 2 | 2 | 1 |
| H | Mitchell Rd West / Side | 14 | 10 | 10 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 5 | 5 |
| I | Mitchell Rd West / Side | 14 | 11 | 11 | 11 | 11 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 9 | 9 | 9 |
| J | Mitchell Rd East / Side | 9 | 7 | 8 | 6 | 6 | 5 | 5 | 5 | 5 | 4 | 4 | 4 | 4 | 4 | 4 |
| K | Mitchell Rd East / Side | 2 | 1 | 1 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| L | Mitchell Rd East / Side | 14 | 10 | 10 | 7 | 7 | 8 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| M | Wattle Rd North / Side | 8 | 5 | 7 | 6 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 2 | 2 | 2 | 2 |
| N | Short St West / Side | 7 | 2 | 3 | 2 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| O | Short St East / Side | 8 | 4 | 5 | 4 | 1 | 5 | 4 | 4 | 3 | 4 | 4 | 3 | 3 | 3 | 3 |
| P | Wattle Rd South / Side | 8 | 6 | 5 | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 6 | 6 | 6 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Total of Vehicles | | 166 | 106 | 110 | 90 | 81 | 87 | 85 | 90 | 82 | 82 | 83 | 80 | 77 | 73 | 68 |
| Number of Vacant Vehicles | | | 60 | 56 | 76 | 85 | 79 | 81 | 76 | 84 | 84 | 83 | 86 | 89 | 93 | 98 |
| % of Capacity Used | | | 63.9% | 66.3% | 54.2% | 48.8% | 52.4% | 51.2% | 54.2% | 49.4% | 49.4% | 50.0% | 48.2% | 46.4% | 44.0% | 41.0% |



R.O.A.R. DATA
Reliable, Original & Authentic Results
 Ph.88196847, Mob.0418-239019



Client : Varga Traffic Planning
 Job No / Name : 7255 BROOKVALE Powells Rd Parking 2
 Day/Date : Sunday 15th December 2019

| Area | Location | Cap | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | 2400 |
|----------------------------------|-------------------------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| A | Powells Rd North / Side | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| B | Powells Rd North / Side | 15 | 5 | 5 | 5 | 7 | 5 | 4 | 6 | 9 | 12 | 7 | 5 | 5 | 3 | 3 |
| C | Powells Rd North / Side | 8 | 5 | 5 | 3 | 2 | 2 | 2 | 3 | 3 | 4 | 3 | 3 | 3 | 2 | 2 |
| D | Powells Rd South / Side (90°) | 36 | 18 | 16 | 15 | 14 | 13 | 15 | 15 | 15 | 15 | 16 | 17 | 19 | 18 | 18 |
| E | Powells Rd South / Side | 8 | 4 | 4 | 4 | 4 | 3 | 4 | 5 | 6 | 5 | 3 | 3 | 3 | 3 | 3 |
| F | Powells Rd South / Side | 6 | 3 | 3 | 3 | 4 | 3 | 3 | 5 | 5 | 6 | 3 | 1 | 1 | 1 | 1 |
| G | Powells Rd South / Side | 6 | 5 | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 1 |
| H | Mitchell Rd West / Side | 14 | 14 | 12 | 10 | 9 | 8 | 8 | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| I | Mitchell Rd West / Side | 14 | 11 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| J | Mitchell Rd East / Side | 9 | 7 | 6 | 6 | 6 | 5 | 5 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| K | Mitchell Rd East / Side | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| L | Mitchell Rd East / Side | 14 | 8 | 8 | 7 | 6 | 6 | 6 | 7 | 8 | 7 | 7 | 7 | 7 | 7 | 7 |
| M | Wattle Rd North / Side | 8 | 4 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| N | Short St West / Side | 7 | 3 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 | 2 | 2 | 2 |
| O | Short St East / Side | 8 | 5 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 |
| P | Wattle Rd South / Side | 8 | 5 | 5 | 5 | 6 | 5 | 5 | 3 | 2 | 3 | 5 | 5 | 5 | 5 | 5 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Total of Vehicles | | 166 | 98 | 85 | 79 | 81 | 72 | 75 | 75 | 78 | 80 | 74 | 71 | 72 | 67 | 66 |
| Number of Vacant Vehicles | | | 68 | 81 | 87 | 85 | 94 | 91 | 91 | 88 | 86 | 92 | 95 | 94 | 99 | 100 |
| % of Capacity Used | | | 59.0% | 51.2% | 47.6% | 48.8% | 43.4% | 45.2% | 45.2% | 47.0% | 48.2% | 44.6% | 42.8% | 43.4% | 40.4% | 39.8% |

APPENDIX B

AGREEMENT LETTERS

Subject: Car Parking Out of Hours

7th Day brewery is taking possession of unit 14 in April 2018 (next door to Sale Pepe).

Our goal is to open a small Brewery and a Tap Room bar. The Tap room will be somewhere to come and relax after work and grab a cold one or two, as well as get take aways. All being good, we hope to be open by September.

We are in the process of applying for our DA. One of the conditions of the DA is that we get permission to use car parking spaces out of hours for our peak periods. These will be Friday evenings and Saturday and Sundays, after work hours.

We have more than sufficient car parking spaces for our daily operations, however as a stipulation of our DA application we need to show access to car spaces outside of normal business trading hours.

We would be very grateful if you would sign this letter, letting council know that you are happy for us to put your spaces on our "out of hours overflow plan". Everyone we have approached so far has been happy and very accommodating but the more spaces we can get signed up the more likely council will be to grant us better opening hours, and that means more time for you to come and relax and have a beer! Hurrah!

We are, of course, sensitive to our neighbours, and would make sure that if they were used it would only ever be outside of work times and only if you are happy to agree. Honestly we cant see that there will be much demand for spaces as most people now prefer to UBER to a drink venue, but it is one of those peculiarities of councils policy.

If you have any questions or need more information, please don't hesitate to give me a call, We thank you in advance and look forward to serving you a coldie soon.

Cheers,
Mike

Mike Beresford Jones



Brewmeister
www.7thdaybrewery.com.au
0404 295 394

We _____ with 2 number of car parking spaces, are happy for 7th Day Brewery to put our car parking spaces out of hours and at weekends.

S. H.
Signed