

Traffic Engineer Referral Response

Application Number:	DA2020/0160
Date:	09/07/2020
Responsible Officer	
Land to be developed (Address):	Lot A DP 413126 , 26 Orchard Road BROOKVALE NSW 2100

Officer comments

General Information:

The proposal is for change of use from a mechanical workshop to a micro-brewery and associated tasting room and showroom. The proposal will accommodate up to 120 patrons and 5 staff for the tasting room and showroom.

The Development Application does not include detail information on the operation of the entire site and in accordance with the Statement of Environment Effects report, the change of use of the premises to a micro-brewery (a light industry) will be carried out as "exempt development" and this development application is only for the tastings and sales elements of the use of the site. The traffic report has focused on the report being on the proposed showroom and tasting area and changes in car usage and car park utilisation and additional trips from the proposed showroom and tasting area.

The hours of operation provided in the traffic report is inconsistent with the operational Management Plan(OMP). This requires clarification to enable traffic team to proceed with an appropriate assessment. The following assessment has been based on the hour of operation provided in the OMP as follow:

- Industrial (Brewery) - 6am to 4pm Monday to Friday
- Take away sales - 11am to 12am Monday to Sunday
- Taproom - 4pm to 12am Monday to Friday. 11am to 12am Saturday and Sunday.

Parking:

The applicant has secured provision of 12 parking spaces via the adjoining lot. The original 4 provided spaces, with the additional 12, would suggest provision of 16 spaces. This is deemed satisfactory.

Traffic:

Volumes for micro brewery are deemed to be minor and will not significantly impact the local road network.

Loading Area:

The applicant will be required to utilize one of their spaces as a loading bay outside patron hours. This will be conditioned and should be included in a plan of management.

Conclusion:

Traffic raise no further objections.

Previous Comments:

Parking:

The applicant has failed to provide a comparison of a similar site to determine the requirements for parking demand. The parking demand has been determined based on applying the parking rate of industrial use for the micro-brewery and retail use for the tasting room and showroom component, which has resulted in the total parking demand of be 25 spaces, however the total of 25.6 shall be rounded up to 26 spaces. Given the proposed seating capacity of 120 within the sale and tasting component, the assumption of parking demand of the tasting room and showroom being similar to a retail use, in the absence of the the comparison study, is not considered acceptable.

The report indicates that four car spaces are provided on the ground level with vehicle entry and egress via existing concrete driveway leading to Mitchell Road. The proposal will only provide parking for part of staff and the traffic report indicates that the staff will be parking in the on-site parking area where possible. The proposal does not address the parking provision for take away sales proposed to be within business hours and has relied on on-street parking for all patrons. It should be noted that the proposed car parking design and associated swept path analysis indicates the restricted manoeuvring area with no provision of adequate manoeuvring clearance area despite the Australian Standard requirements. Also, one of the four spaces within the car park is proposed to be used by vans for deliveries, and in accordance with the swept path analysis demonstrated, vans will be able to make manoeuvres within the car park only when the other parking spaces are vacant. The compliance with Australian Standard and provision of an appropriate loading area would require further reduction in the proposed parking spaces.

Based on the recommended parking demand of 26 parking spaces and the tasting room commencing its operation at 4pm on weekdays and 11am on weekends, the parking shortfall will be equal to almost all of the parking space available within the study area between 4pm and 5pm weekdays and 11am to 1pm Saturdays. The on-street parking spaces are for public use and to benefit all other premises within area. The proposal will result in a significant adverse impact on the parking availability within the area and will disadvantage other neighbouring premises for any possible future development.

In view of the above, the proposal is not supported on parking grounds. A minor parking shortfall could be considered acceptable based on on-street parking availability on merit.

Loading area:

The traffic report proposes that the loading and unloading is mainly small deliveries in and out daily estimated 5 small deliveries via van or ute day to day. It is estimate that 1 – 2 large trucks will be received per week. Delivery times for these will be early morning to reduce the impact on parking at the premises.

It is proposed that one of 4 parking spaces proposed will be used by the van for deliveries. However, the swept path analysis demonstrates that the passenger vans will be able to make manoeuvres within the car park only when the other parking spaces are unoccupied.

The proposed loading arrangement taking all parking spaces within the car parking area is not supported. All deliveries are to be undertaken within the site.

Traffic:

The traffic report has provided an intersection assessment of the existing traffic for the weekday PM hour which is indicated to be 5pm to 6pm. No information provided to support the peak hours. This is

considered inconsistent with the Brookvale industrial area traffic peak hour commencing around 4pm. No information is provided on the anticipated traffic generation.

Conclusion:

In view of the above, the traffic team does not support the proposal .

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

The Operational Management Plan shall identify that the Brewery and the Tasting Rooms shall not operate at the same time. The Tasting Rooms shall be limited to after hours use.

A copy of the Operational Management Plan, indicating the above, shall be submitted to and approved by the Certifying Authority prior to the release of any Occupation Certificate.

Reason: To ensure the parking demand generated by both operations do not conflict (DACTRBOC1)

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>

****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)

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

Loading Bay Management Plan

A loading bay management plan will be required identifying the following;

- The reservation of 1 onsite parking space for use as a loading bay
- Use of the loading bay to be restricted to out of peak use hours

The plan must be submitted to and approved by the Certifying Authority prior to the release of any Occupation Certificate.

Reason: To ensure loading services to not impact the available parking onsite during peak patron usage (DACTRFPOC1)