

Detailed information about proposal and DA submission material

1 The proposal

- 1.1 The brewery will occupy space extending from the lower ground floor to the roof, with a total area of 524 sqm on the upper and lower ground levels. The upper ground floor area has been designed to enable patrons to taste the beers brewed on site and be able to see the brewing process. It is not proposed to sell brewed beer for take-away to patrons. All production will be put into kegs or barrels and is intended to be used at the pub and at other Laundry establishments. The brewery will initially operate one shift per day, 5 days per week and employ 2 workers.
- 1.2 The internal public spaces in the pub have a theoretical capacity for 2,000 persons. The outdoor areas could accommodate about 1,000 more. However, the applicant has nominated 2,000 as the maximum number of persons able to be in the 2 licensed areas. Of those, 70 may be in the licensed area of the brewery.
- 1.3 The building has been architecturally designed by ALTIS Architecture Pty Ltd. The proposed pub sits on the high point of the site and has been designed to address both Richmond Road and proposed Road No. 4. The building incorporates a variety of finishes, including glazing, stone, rendered masonry walls, metal clad roof and timber look aluminium finishes.
- 1.4 Pedestrian access will be provided into the site from proposed Road No. 4 and Darling Street. No direct pedestrian access will be provided from Richmond Road.
- 1.5 Vehicle access has been provided to the site from proposed Road No. 4 and the battle-axe handle on Darling Street. Access to all car parking spaces will be provided from both access points, and larger vehicles servicing the site will enter and leave the site via proposed Road No. 4. To ensure vehicles entering from Road No 4 can do so safely, it is proposed to provide a deceleration lane on the approach to the entry. That will entail widening a section of that road by 5 m over a length of 20 m, with tapers at each end. The land required to accommodate that lane is proposed to be dedicated as part of the public road reserve. The entry/exit from Road No. 4 is a left-in, left-out access point only, and vehicles can turn around to exit at the roundabout provided at the intersection of Road No. 4 and Darling Street.
- 1.6 Undercroft and at-grade parking for 266 vehicles is proposed, including 4 accessible spaces. In addition, drop-off/pick-up facilities for 2 minibuses and 2 taxis have been provided within the southern carpark with access via the western driveway.
- 1.7 The applicant proposes the provision of 2 minibuses to operate after 6 pm and 8 pm on peak nights. The minibuses will provide access to public transport nodes, hotels and adjacent town centres, within an approximate 5 km radius of the site. This currently includes suburbs such as Marsden Park, Riverstone, Schofields, Colebee and Dean Park.
- 1.8 A loading dock will be provided on the southern end of the building, with access provided via the western driveway and access handle, which is isolated from the primary parking areas.
- 1.9 The proposed hours of operation are:
 - 5 am until 3 am the following day, Monday to Saturday
 - 5 am to midnight on Sundays

The pub will require a hotel licence. Whether or not the Independent Liquor and Gaming Authority (ILGA) will approve those hours remains to be determined when the application for the grant of a hotel licence is determined. That application will be made, as required by Liquor and Gaming NSW, after development consent is granted.

- 1.10 The proposed development will be a major employer with about 120 persons expected to be on the payroll. At peak trading times, the number of staff on duty could be in the order of 60-70. In quiet times, there would be at least 20 on duty. Security persons contracted to the hotel would be in addition to those numbers. Many of those employed would be part-time or casual employees due to the fluctuations of patronage levels across the day and the week.
- 1.11 The pub would be operated in accordance with a Venue Management Plan (VMP) and Security Management Plan (SMP) approved by Council, the Mount Druitt Local Area Command and ILGA.

2 Traffic and parking

- 2.1 The applicant has submitted a Traffic and Parking Assessment prepared by Parking and Traffic Consultants. The report identifies that, in accordance with the Traffic Impact Assessment prepared by AECOM for the Marsden Park Precinct, the development will generate 2 trips during the AM peak period (7 – 9 am) and 52 trips during the PM peak period (4 – 6 pm). The assessment concludes that the development will generate peak traffic activity less than the anticipated traffic activity associated with the site, and therefore the proposed road network (currently under construction) will be able to accommodate the peak traffic volumes.
- 2.2 The assessment identifies that, in accordance with the Growth Centres DCP, the DA requires the following car parking:
 - **Pub**

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| DCP requirement: | 1 space per 18.5 sqm of gross floor area (GFA) |
| GFA of pub: | 2,293 sqm |
| Required: | 124 spaces |
 - **Function Centre**

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| DCP requirement: | 1 space per 10 sqm of dining area or 1 space per 3 seats, whichever is the greater, plus 1 space per 2 employees |
| Proposal: | 10 employees, 400 seats and 328 sqm of floor space |
| Required: | 138 spaces |
 - **Brewery**

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| DCP requirement: | Merit based |
| Proposal: | 2 staff at one time and patronage considered as part of the pub |
| Required: | 2 spaces |
- 2.3 The development generates a requirement for 264 car parking spaces. The development provides 266 car parking spaces and therefore exceeds the minimum number of car parking spaces required by the DCP. The report has also undertaken an assessment of similar establishments, including The Australian, The Mill Hotel and The Terry Hills Tavern. Based on a comparison with similar establishments, the proposed car parking for this development exceeds the car parking provision based on publicly accessible areas.

- 2.4 The site is serviced by bus routes from Rooty Hill, Mount Druitt, Riverstone and Blacktown. The development has made provision for 2 minibuses to service the local area at peak times and provided a taxi-rank within the design of the development. The report concludes that the car parking provision should meet the demand requirements of the development and should have no detrimental effect on on-street parking in the vicinity of the site.
- 2.5 An assessment of the car parking arrangements, vehicle access locations and provisions, servicing and loading provisions and minibus and taxi provisions have also been undertaken by the consultant and been found to be satisfactory and compliant with relevant Australian Standards. This includes vehicle access via a left-in, left-out arrangement from Road No. 4 and a 2-way vehicle access from Darling Street.

3 Acoustic matters

- 3.1 An Acoustic Assessment has been prepared by The Acoustic Group. The report undertakes an environmental noise impact assessment of the operational noise from the pub and brewery. The report quantifies the activities potentially creating the noise impact and assesses potential impacts on nearby receivers in accordance with the NSW Environment Protection Authority's (EPA) Industrial Noise Policy (INP). In addition, the acoustic assessment reviews the development in regard to compliance with the Independent Liquor and Gaming Authority (ILGA) noise criteria, which is more stringent than the EPA requirements.
- 3.2 Attended and unattended measurements were conducted to determine the acoustic environment of the area. This was done by using measurement locations set back a similar distance from Richmond Road as the nearest residential zoned properties to the north-east. Acoustic criteria has been established with respect to the EPA's INP (incorporating corrections for high traffic noise and Sydney Business Park) and the ILGA octave band requirements (in particular the more stringent criteria after midnight).
- 3.3 Achieving the effective sound power targets for the operation of the brewery and mechanical plant is not envisaged to be an issue, but cannot be carried out in the DA stage as the selection of such plant is yet to be determined.
- 3.4 With respect to the operation of the licensed areas of the development, this assessment has considered the before and after midnight operations and requires some minor noise control measures to be incorporated into the development.
- 3.5 With respect to the licensed areas of the pub, some noise control measures will be required for the operation of the conference rooms for functions to satisfy the ILGA requirements. Those measures are relatively straightforward and easy to incorporate into the design. There are no restrictions on the use of the outdoor areas of the pub. As the ground floor outdoor areas are well over 150 m from the nearest residential receiver and the building and landscaping has been designed appropriately, acoustic treatment to the outdoor areas is not considered necessary. In addition, the dwellings have been provided with an acoustic wall to cater for the noise impact from Richmond Road, being an arterial road that separates the development and the residential receivers. However, upon receipt of a justified complaint, further acoustic testing will be required and any recommendations of the acoustic testing will need to be satisfied.
- 3.6 The report recommends the implementation of the following acoustic measures in the building design:
- Installation of electronic limiters to restrict the overall level of music
 - Vibration isolation to any low frequency speakers installed in the conference rooms

- Restrictions to the timing of live entertainment, to finish before midnight
- A sound lock to be installed between the conference room and the external balconies.

3.7 Suitable conditions will be imposed requiring that the recommendations of the acoustic assessment are implemented at the different development stages, including further testing of plant and equipment prior to the release of a Construction Certificate and that post-operation acoustic validation is undertaken. Conditions will also be imposed to ensure that there is no outdoor entertainment and that the premises is not to be used as an entertainment venue, which is confirmed in the applicant's Statement of Environment Effects.