



Village Days Brewing Co.  
Unit 2, 436-484 Victoria Road, Gladesville  
Traffic & Parking Assessment

Prepared for:

Village Days Brewing Co.

12 April 2024

The Transport Planning Partnership

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# Village Days Brewing Co. Unit 2, 436-484 Victoria Road, Gladesville Traffic & Parking Assessment



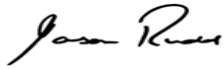
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# 1 Introduction

The Transport Planning Partnership (TPPP) has been engaged by Village Days Brewing Co. to undertake a development application (DA) traffic and parking assessment for the proposed extension of operating hours for the existing brewery (Village Days Brewing) at Unit 2, 436-484 Victoria Road Gladesville.

The site of the approved artisan food and drink industry use (Village Days Brewing) is part of the Glade View Business Park which is currently occupied by a wide range of commercial, office, industrial and entertainment / recreation land uses.

The Glade View Business Park site covers nearly 2 hectares with road frontages to Victoria Road and Tennyson Road. The business park comprises some 23 commercial suites across two buildings (one five-storey and the other four storeys) and over 400 on-site car parking spaces.

The traffic and parking assessment presented herein has considered the implications of the proposed extension of hours of operations within the context of other uses on the site and the surrounding road network.

The traffic and parking assessment presented herein has been based on the approved population of the Village Days Brewing facility of 290 patrons and 10 staff.

The remainder of the report is set out as follows:

- Chapter 2 discusses the existing conditions including a description of the subject site
- Chapter 3 provides a brief description of the proposed development
- Chapter 4 assesses the transport implications of the proposed development, including on-site parking provisions
- Chapter 5 presents the conclusions of the assessment.

## 2 Existing Conditions

### 2.1 Site Description

The subject site is located at Unit 2, 436-484 Victoria Road Gladesville and falls within the City of Ryde Local Government Area (LGA).

The location of the subject site and its surrounds is shown in Figure 2.1. As shown in Figure 2.1, a bus stop is located at site's frontage to Victoria Road. Dedicated peak period bus lanes operate along Victoria Road at the site.

The location of the Village Days Brewing site within the business park is shown in Figure 2.2. Village Days Brewing is located on the lower level with its access (vehicle and pedestrian) provided via the internal site access road.

The Village Days Brewing site (Unit 2) was previously used for industrial retail outlet purposes.

Vehicle access to the Glade View business park is provided via a combined entry / exit driveway at Victoria Road and two entry / exit driveways at Tennyson Road.

The Victoria Road driveway and the northern Tennyson Road driveway provide access to the at grade open air car parking along the site's Victoria Road frontage.

The southern site driveway at Tennyson Road provides vehicle access to the undercover car parking for Building A, Building B and the at grade spaces along the internal circulation access road.

The internal circulation access road is utilised as the primary service vehicle access for the site, including waste collection and deliveries by larger vehicles.

### 2.2 Surrounding Land Uses

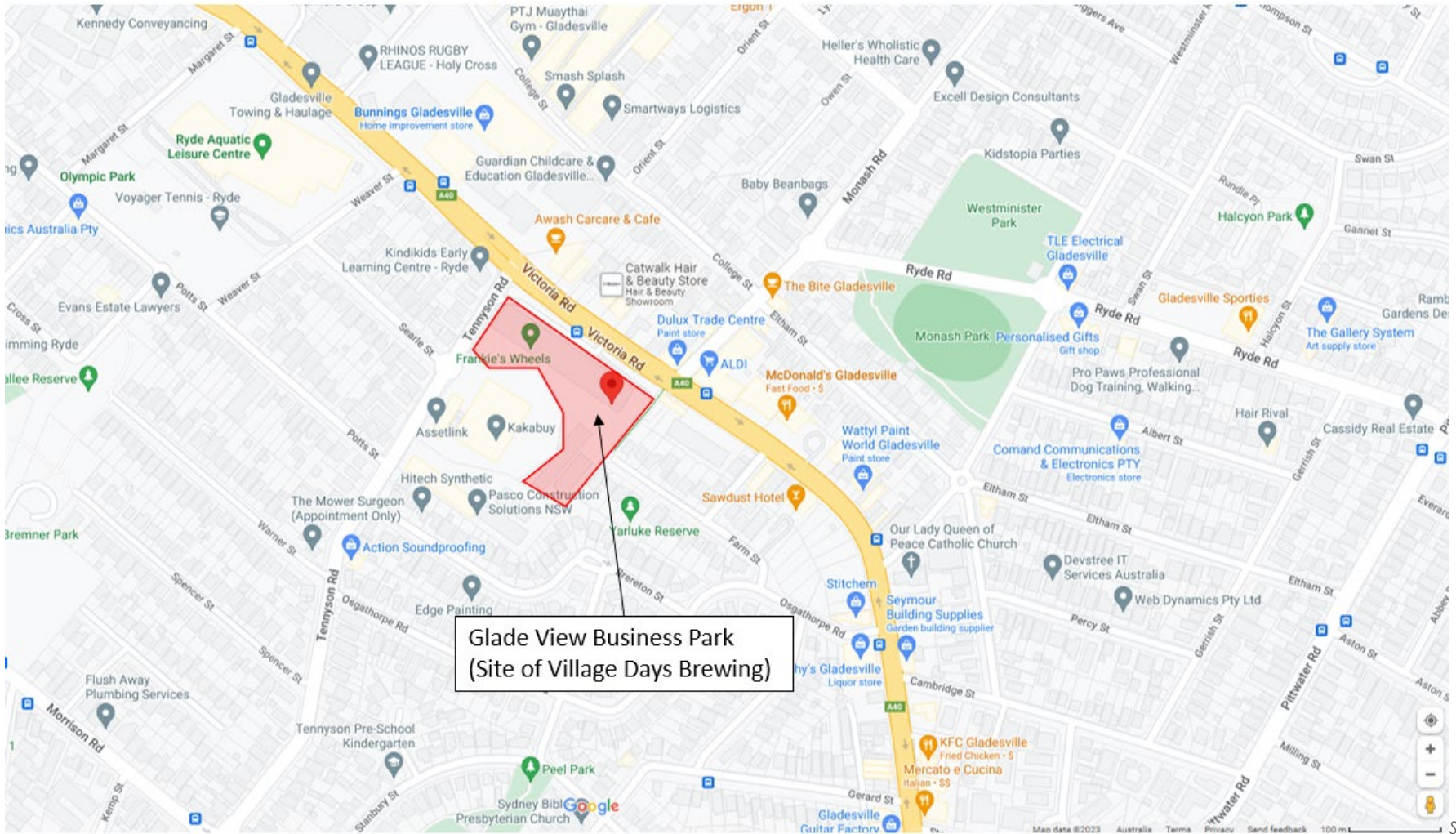
The immediate surrounding land uses to the south and north are predominately industrial developments. Residential areas are located to the east and west of the site.

As will be discussed further in following sections of this assessment, the nature of surrounding industrial land uses is such that the travel demands for an 'artisan food and drink' use occurs at different periods of the day and week to typical industrial activity.

Several of adjacent units within the Glade View business park have similarly been converted from industrial to other land uses. These other land uses include a gymnasium, learn to skate(board) facility and gymnastics club.

Thus, 'artisan food and drink' uses can be seen to be ancillary to rather than additional to other surrounding industrial land uses.

Figure 2.1: Glade View Village Days Brewing Site Location



[www.nearmap.com](http://www.nearmap.com)

Source:

Figure 2.2: Village Days Brewing Site Location





## 2.3 Surrounding Road Network

At the site, Victoria Road is a regional road providing 3 travel lanes in each direction, one of which is a dedicated peak period bus lane.

The travel lanes on Victoria Road are separated by a central road median which restricts vehicle access to the site at Victoria Road to left in / left out movements.

The intersection of Victoria Road and Tennyson Road is a signalised 3-way intersection with pedestrian crossing facilities provided across both Tennyson Road and the western approach on Victoria Road. All turn movements are permitted at the intersection with a dedicated right turn lane provided for right turn movements from Victoria Road into Tennyson Road.

Tennyson Road is a local collector road with a single travel lane provided in each direction with unrestricted kerbside parking permitted on both sides of the road.

## 2.4 Public Transport

As noted above, a bus stop is located on the site's frontage to Victoria Road and the opposite side of the road. These stops and other adjacent stops on Victoria Road service the following bus routes:

- Route 287: Ryde to Milson Point via St Leonards and North Sydney
- Route 500x: West Ryde to City (Hyde Park)
- 501: Parramatta to Central via Victoria Road

The site is also located within walking distance of Route 507 and the Gladesville village bus interchange where Routes 252, 536 and 538 can be accessed (see Figure 2.3).

In this regard, the subject site is and will be well serviced by a number of public transport services.

Figure 2.3: Bus Routes Servicing the Village Days Brewing Site



## 3 Description of Proposed Development

The proposed development is for an extension of approved operating hours for the Village Days Brewing facility.

The Village Days Brewing facility is an artisan food and drink industry use whereby beer brewed on-site is available for purchase on the premises along with a food offering.

### 3.1 Proposed Modification to Hours of Operation

Non-retail operating hours for the Village Days Brewing facility associated with brewing activities will continue unchanged from the approved hours, namely from 7am to 5pm, Monday to Friday.

However, retail operating hours for facility are proposed to be extended. The approved and proposed Village Days Brewing operating hours for the 'artisan food and drink' use are set out below in Table 3.1.

**Table 3.1: Proposed Modification to Village Days Brewing Operating Hours – Retail Use**

Day of the Week	Approved	Proposed
Monday	Closed	12pm – 10pm
Tuesday	Closed	12pm – 10pm
Wednesday	4pm – 10pm	12pm – 10pm
Thursday	3pm – 10pm	12pm – 10pm
Friday	12pm – 10pm	12pm – 12am
Saturday	12pm – 10pm	12pm – 12am
Sunday	12pm - 8pm	12pm – 10pm

### 3.2 Staff and Patron Access to Village Days Brewing (Unit 2)

No changes to the current staff and patron access the Village Days Brewing facility are proposed.

Access to the Village Days Brewing site is currently provided via the internal circulation road at the lower ground level accessed from the southern driveway at Tennyson Road. The Village Days Brewing unit (Unit 2) is serviced by two roller shutter doors.

The eastern roller door is currently used exclusively for delivery vehicles. The western roller shutter door is utilised as a service vehicle door during outside of retail hours of operation. During retail hours, the western roller shutter door is exclusively a pedestrian access.

Under the proposed changes to the operating hours, the existing service vehicle and pedestrian access arrangement will remain unchanged, namely that the western roller shutter door will only be accessible by service vehicles outside of retail operating hours.

It is proposed that the roller shutter doors be retained for the Village Days Brewing development with the eastern roller shutter door provided exclusive for brewery deliveries, while the western roller shutter door will be used for food truck access and patrons during operational hours of the artisan food and drink use.

### 3.3 Car Parking and Service Vehicles

The Glade View Business Park provides a total of 402 on-site car parking spaces. Of these 402 spaces some 253 spaces are provided under the various on-site buildings with secure access.

The remaining 149 spaces are uncovered at grade spaces and are not access controlled. Of the 149 spaces, 81 spaces are provided at the lower ground level accessed off the internal access road which is accessed via the southern Tennyson Road driveway.

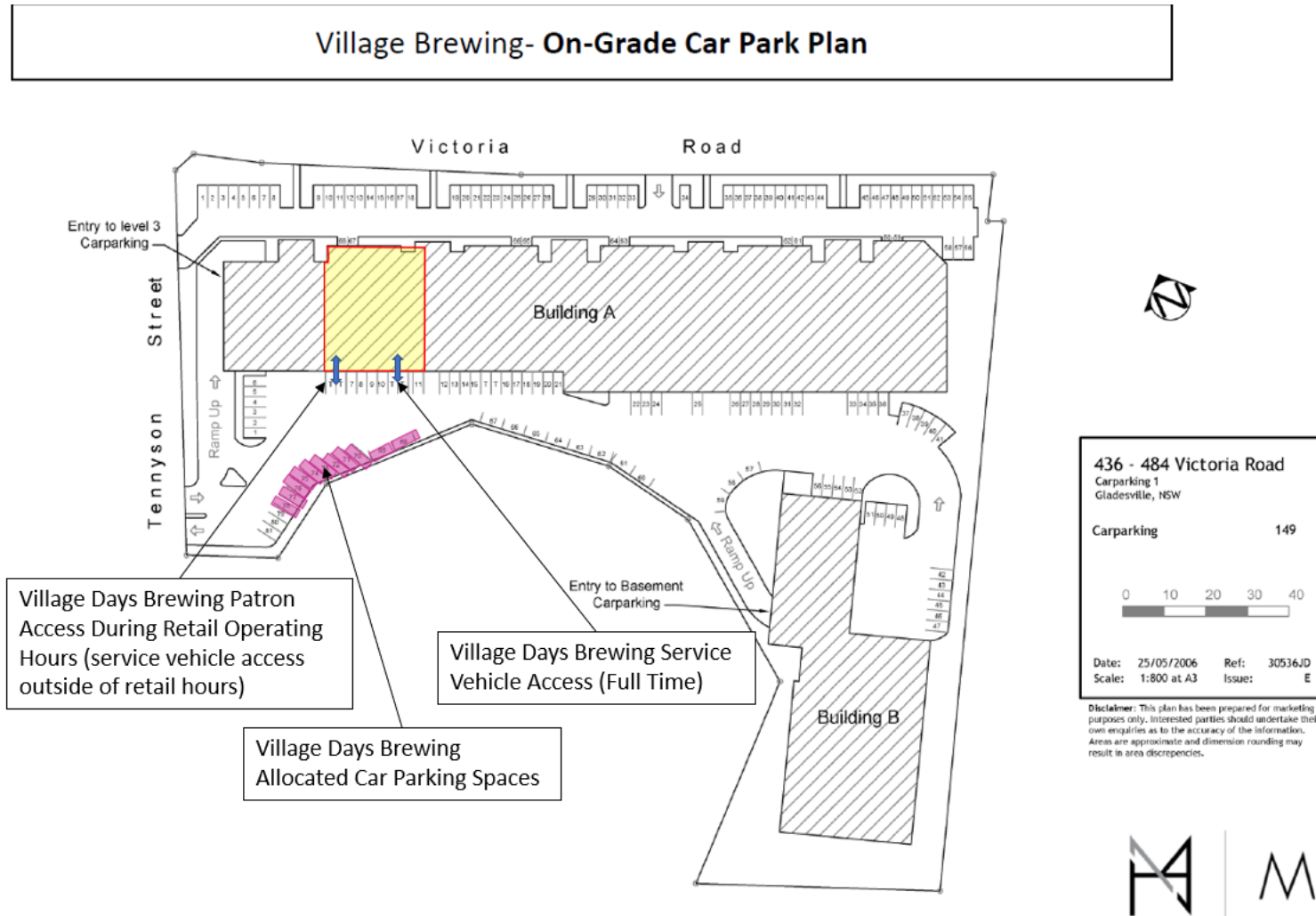
The Village Days Brewing use has been allocated a total of 11 car parking spaces from the 81 spaces provided at the lower ground level. The allocation of car parking spaces for the Village Days Brewing use is shown in Figure 3.2.

In addition to the car parking allocation, the designated service vehicle spaces adjacent to the units. When the roller doors are not in use, these spaces would be available for patron usage.

Furthermore, as the lower ground at grade parking area is uncontrolled, the 81 parking spaces along the internal access road could be accessed by patron's private vehicles and / or drop off / pick up services (ie. taxis and ride share).

No changes to the approved car parking allocations or access are proposed by the modification to approved operating hours.

Figure 3.1: Village Days Brewing Car Parking Allocation and Service Vehicle Access



The existing loading arrangements will be retained for the proposed development. Service vehicles will continue to access the site via the existing southern vehicle driveway at Tennyson Road and utilise the internal access road and manoeuvring area to access the existing roller shutter doors.

The site does not currently provide designated formal bicycle parking spaces / rails within the publicly accessible area. However, TPP observations indicate that the existing limited bicycle parking demand is accommodated ad hoc within the car parking area.

Notwithstanding the above, on-site bicycle parking for staff and patrons could be accommodated on site within Unit 2.

### 3.4 Patron and Staffing Levels

No changes are proposed to the approved patronage and staffing levels of the Village Days Brewing facility which will remain at the approved population of 290 patrons and 10 retail staff.

The facility will continue to be staffed by:

- 2 x full time brewing staff
- Up to 10 x food / bar staff.

Staffing levels will fluctuate to reflect the varying levels of patron demand over the day / week. There would be 1-2 brewing staff, but brewing staff are not likely to be on-site at peak demand for the food / bar offering.

Thus, the peak staffing level of the site at any one time is expected to be up to 10 staff.

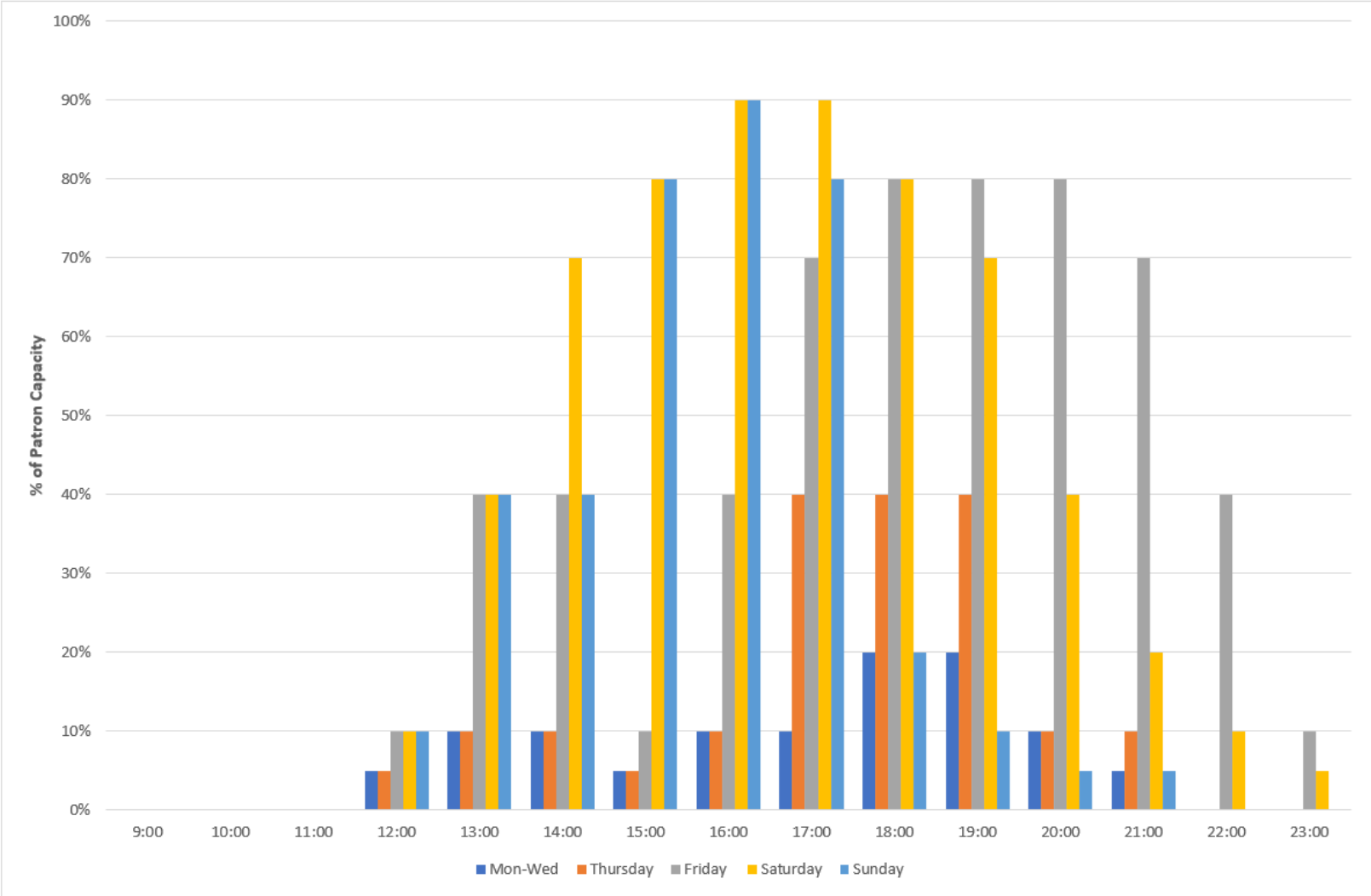
While the capacity of the facility would be up to 290 patrons, the demand for the facility will vary significantly over the time of day and day of the week.

Based on TPP's surveys of a similar facilities in Marrickville and Brookvale, the estimated peak patronage levels for Village Days Brewing across the week are shown in Figure 3.2.

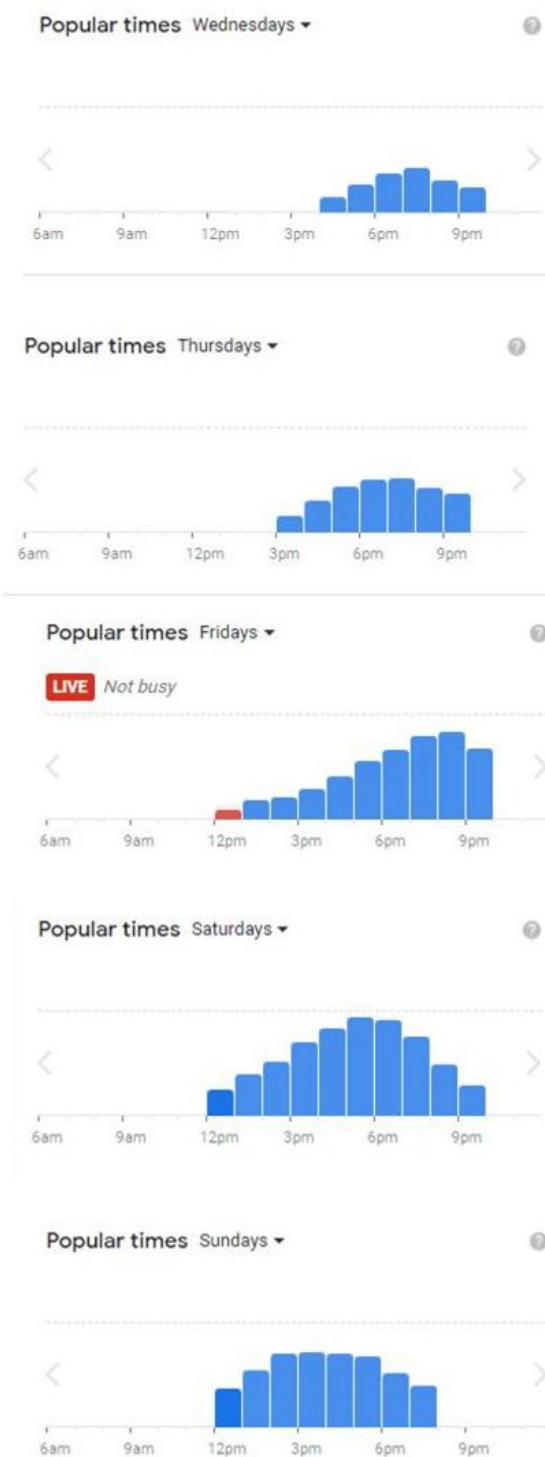
Of note, it is expected that average demand for the brewery bar / dining uses will be limited to Friday evenings (6-8pm) and Saturdays between 3pm-6pm. During weekday afternoon periods the patronage demands are expected to be minimal.

The patronage demand profile shown in Figure 3.2 is consistent with the indicative existing weekly demand profile for the Village Days Brewing as sourced from Google Maps (see Figure 3.3).

**Figure 3.2: Estimated Patronage Demand for Artisan food and drink (Bar & Dining)**



**Figure 3.3: Indicative Peak Patronage Levels for Village Days Brewing**



As shown in these figures, patronage demand is relatively low for the weekday 12 noon to 6pm period and builds to a peak after 6pm.

The weekend profile is similar but with higher patronage demand.



## 4 Assessment of Proposed Development

### 4.1 Overview of Travel Demands for Proposed Artisan Food and Drink Industry Use

The Village Days Brewing artisan food and drink industry use of the site has created a development where the premises for brewing beer to be purchased at the premises, along with providing a food offering.

Unlike traditional 'pubs', an 'artisan food and drink industry use' development attracts patrons with an interest and enthusiasm for 'craft brewing' where they can consume beer which is produced on-site and access a food offering.

The nature of the development and the service of alcohol discourages excessive demand for travel to and from the site by private motor vehicles.

The popularity of self-guided and commercially run tours of breweries and 'artisan food and drink' uses demonstrates the desire to 'not drive' when patronising one or several of nearby breweries.

A popular example of a commercial tour is:

- Dave's Marrickville Brewery Tour - <https://daves.com.au/sydney/brewery-tours/marrickville-brewery-tour/>
- Northern Beaches Brewery Tours - <https://www.northernbeachesbrewerytours.com/>

The availability of public transport and increasing popularity of ride share modes of travel assist in accommodating the travel demand for 'artisan food and drink' patrons in a manner which generally reduces and limits the use of private motor vehicle travel to and from 'artisan food and drink' development sites in general.

The popularity of ride share, designated driver and passengers and to a degree public transport and walking as modes of travel to and from the Village Days Brewing facility has been observed for the existing operations.

The general lack of demand for on-site car parking at peak visitation period for the Village Days Brewing facility is evident in the extent of vacant parking spaces on the site during peak patronage levels of the brewery.

Further details of parking demand based on TTPP parking demand surveys is presented in following sections of this report.

## 4.2 Parking Assessment

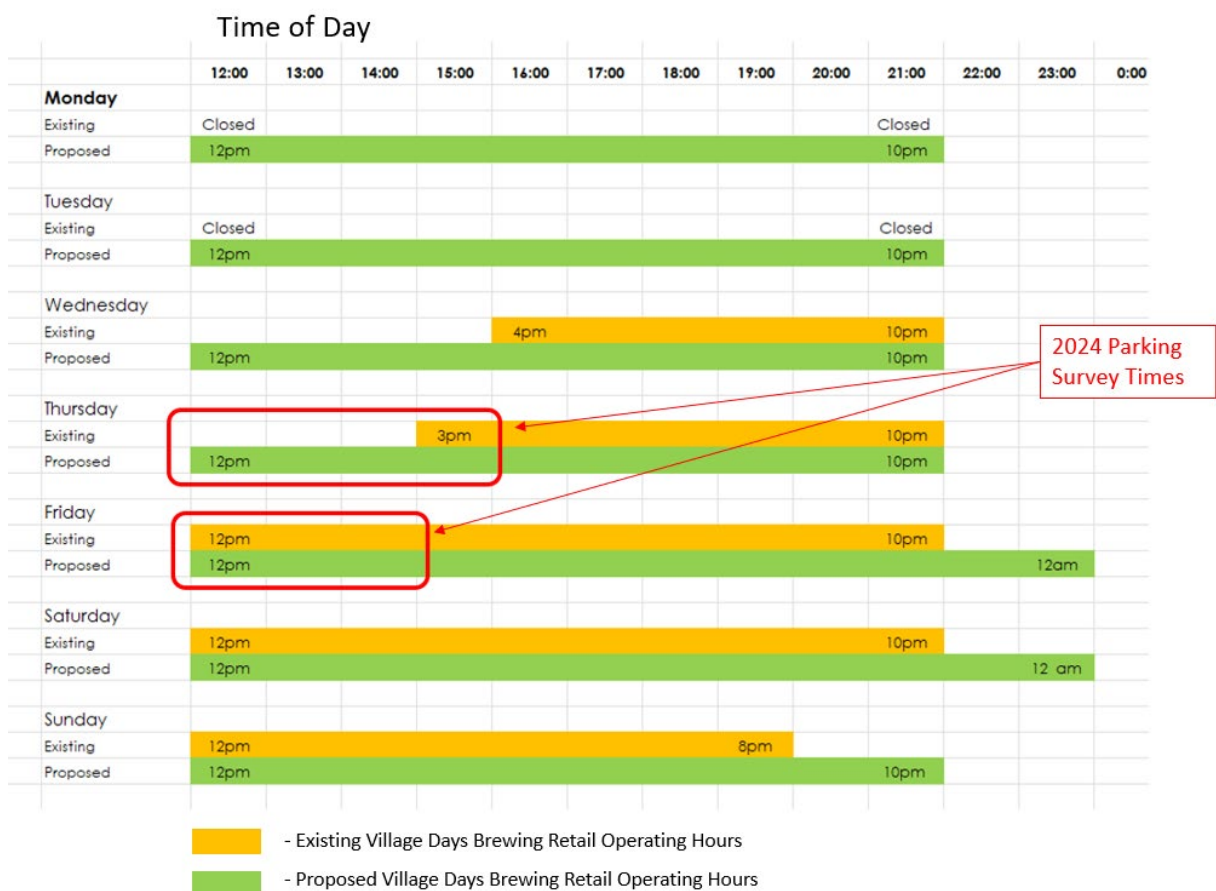
### 4.2.1 Parking Assessment Methodology

The proposed modification will seek to extend the approved operating hours of the existing Village Days Brewing facility. Approved patronage and staffing levels will remain unchanged.

Thus, with regard to potential parking implications associated with the proposed extension to approved hours of operation, there is expected to be an increase in parking demand for those hours where the Village Days Brewing facility is not currently operating but will if the proposed modifications are approved.

The proposed extension of hours is summarised graphically in Figure 4.1.

**Figure 4.1: Proposed Operating Hours and Parking Survey Times**



TTPP has undertaken observations of the on-site parking demands associated with the current operations of the village Days Brewing facility.

Based on these observations it is noted that:

- Parking demand within the of the Lower Ground at-grade area (81 spaces) is essentially vacant after the existing Village Days Brewing operating hours.
- Parking demand in the Lower Ground at grade area peaks during office hours associated with the commercial / industrial uses across the site. That is between 12 noon and 5pm.
- Even during the peak periods of parking demand (12noon – 5pm), there is significant spare capacity and available parking (>30% available capacity).

Thus, with regard to parking demand implications associated with the proposed extension of hours, the potential impact is considered to be greatest during the hours where the Village Days Brewing is open for retail patrons and the broader Glade View Business Park is operating at its peak.

When considering the proposed change of hours, the impact on parking will be at the start of the operating hours rather than the end for each day. This is when the rest of the Glade View Business Park is operating. Thus, TTPP have undertaken parkin demand surveys at the start of the operating hours as set out below.

To obtain an understanding of the implications of additional parking demands associated with the proposed extension of operating hours, parking demand surveys were undertaken for the following periods:

- Thursday (7 March 2024): 12 noon – 3pm (Brewery currently not open)
- Friday (8 March 2024): 12 noon – 3pm (Brewery open)

It is noted that based on the demand profiles in Figure 3.2 and Figure 3.3, Monday, Tuesday and Wednesday have lower patronage levels than Thursday and Fridays.

#### 4.2.2 Existing On-Site Parking Demands

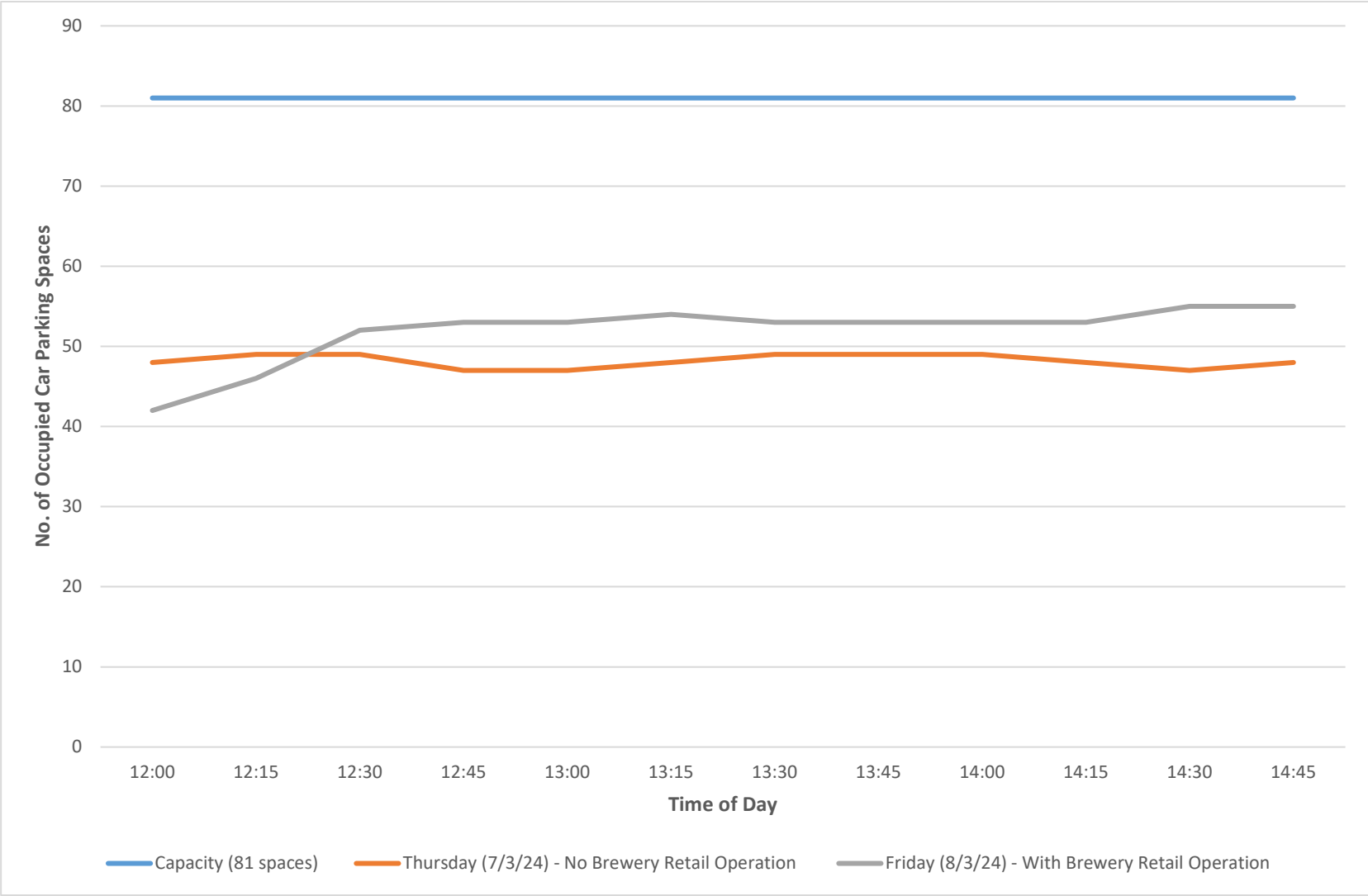
On-site parking surveys were undertaken of the unsecure parking area at the lower ground level as accessed via the southern driveway at Tennyson Road.

This parking area contains 81 at grade car parking spaces and includes the area in which the 11 car spaces for the Village Days Brewing proposed facility will be provided.

The parking demand surveys were undertaken during the times indicated above in Section 4.2.1 are shown in Figure 4.2.

The existing on-site parking demand surveys indicate that there is substantial unoccupied on-site parking spaces within the lower ground at grade parking area during the periods when patrons would be able to access Village Days Brewing.

**Figure 4.2: Surveyed On-Site Parking Demand – Lower Ground At Grade (March 2024)**



During the periods of peak demand for Village Days Brewing, there are some 50-70 unoccupied car parking spaces.

The surveys indicate that the operation of the Village Days Brewing facility, generates an additional parking demand in the order of 4-6 parked cars for the 12noon to 3pm period.

### 4.2.3 DCP Parking Requirements

It is noted that the approved Village Days Brewing development with its 11 allocated parking spaces and access to other at grade spaces, will not change the maximum patronage or staffing levels on the site as part of the application for extended hours.

Thus the approved parking arrangements would not warrant modifications.

Notwithstanding the above, on-site parking requirements for various land uses in the City of Ryde are set out in Part 9.3 of the City of Ryde DCP 2014.

Under the DCP, the 'artisan food and drink industry' use is not a defined use but could most closely be described as a light industry use within land zoned for business activities.

The DCP parking rate for light industry has been applied to the proposed Village Days Brewing use as shown in Table 4.1.

**Table 4.1: Bar and Dining Uses – DCP Car Parking Requirements for Village Days Brewing**

Land Use	Size (GFA)	DCP Rate	Required Parking Provision
Light Industry	679m <sup>2</sup>	1.5 spaces per 100m <sup>2</sup> GFA	10 spaces

Under the DCP guidelines, the Village Days Brewing use on the site is required to provide 10 parking spaces.

It is noted that Village Days Brewing will be allocated 11 on-site car parking spaces and 4 service vehicle spaces, thus during periods of peak patron demands (ie. outside of service vehicle access), the provision of on-site parking would be 15 spaces.

Thus, under the DCP, the proposed development would meet the DCP guidelines.

### 4.2.4 Adequacy of Proposed Car Parking Provisions

Notwithstanding the compliance of the Village Days Brewing development with the DCP parking rates, the adequacy of the proposed on-site parking arrangements has also been considered on first principles.

Specifically, consideration has been given to the implications to overall Glade View Business Park parking provisions as a result of the extension of retail operating hours for the Village Days Brewing facility.

It is considered that the proposal is consistent with and meets the relevant objectives of the DCP and would be able facilitate all Village Days Brewing generated parking demand within the site, thereby minimising the potential for on-street parking impacts.

Staff currently utilise a variety of modes to travel to and from the site, including public transport services, taxi and ride share services.

The existing on-site parking arrangements are considered acceptable for the following reasons:

- The site is located within a convenient walking distance of bus services.
- The provision of parking is compatible with the type of development proposed and the staffing requirements.
- There are ample parking spaces within the broader site to accommodate the peak demands of the proposed Village Days Brewing development.
- The extended hours of operation will generate additional demand of some 4-6 parking spaces to the periods where the brewery is not currently operating between 12 noon and 3pm.
- Peak demand for Village Days Brewing occurs at off peak times for commercial / industrial uses of the site which allows 'shared' use of on-site car parking.
- The existing parking spaces to be used by Village Days Brewing are safe, functional, and accessible and do not result in adverse visual or environmental impacts.

#### 4.2.5 Bicycle Parking Facilities

The DCP 2014 stipulates bicycle parking rates within the City of Ryde. For new development, bicycle parking is to be provided at a rate of 1 space / 10 car parking spaces.

As this is not a new development, additional bicycle parking spaces above current provisions are not required.

Notwithstanding the application of the DCP, patrons have access to the site's existing on-site bicycle parking spaces and staff bicycle parking can be accommodated within the brewing / storage (back of house) area.

#### 4.2.6 Taxi and Ride Share Drop Off / Pick Up Facility

The use of taxi and ride share services to access 'artisan food and drink' establishments is a common mode of travel. The use of these services is encouraged as it reduces demand for car parking and reduces the potential for intoxicated private vehicle drivers.

The existing internal access road connecting the lower ground at grade car parking area with Tennyson Road is considered to be ideal for drop off / pick up activities as movements can be undertaken on-site out of the traffic flow on public streets with adequate turning space to enable vehicles to enter and exit in a forward direction.

### 4.3 Service Vehicle Facilities

No changes to the approved (current) service vehicle driveway at Tennyson Road and loading dock area for the Village Days Brewing facility are proposed as part of the proposed extension of retail operating hours.

It is noted that beer for the bar would be generally produced on site and hence reducing the volume of delivery vehicles leaving the site laden with product.

Other deliveries for the bar and dining are not excessive and are adequately accommodated by the existing loading area.

Deliveries for the brewery will continue to be undertaken outside of peak hours when patrons are accessing the site.

### 4.4 Traffic Implications

Noting the characteristics of travel behaviour for artisan food and drink developments, the existing Village Day Brewing development does not generate a significant adverse impact on the peak period operation of the surrounding road network.

It is noted that peak demands and thus traffic generation for Village Days Brewing facility occurs at different times to the peak traffic demands associated with the site's other commercial / industrial land uses and commuter peak periods along Victoria Road.

It is noted that the signalised intersection of Victoria Road and Tennyson Road facilitates all turning movements and pedestrian crossing facilities. Designated turn lanes are provided at the intersection.

## 5 Conclusions

This traffic and parking statement relates to a proposed extension of operating hours of the approved Village Days Brewing facility within the Glade View Business Park at 436-484 Victoria Road Gladesville.

The findings of the traffic and parking assessment are as follows:

- The site is located within easy access to existing public transport services, namely several bus routes travelling along Victoria Road.
- The approved allocation of parking meets DCP 2014 requirements. Furthermore, the proposed provision is appropriate and adequate for the proposed development as there is spare capacity within the Glade View Business Park site to accommodate peak parking demand associated with Village Days Brewing.
- Potential traffic impacts of the proposal would be negligible.

Overall, from a traffic and parking perspective the proposed extension of operating hours will not generate a discernible adverse impact on the operation of the surrounding road network nor generate excessive parking demands that can't be accommodated on-site.



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