

DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-24-121
PROPOSED DEVELOPMENT:	Take Away Food Premises (Food Services), Beer Garden and alterations to Brewery (Resource Processing)
LOCATION:	73-75 Albert Road Moonah
APPLICANT:	The Albert Brewery
ADVERTISING START DATE:	29/07/2025
ADVERTISING EXPIRY DATE:	12/08/2025

Plans and documentation are available for inspection at Council's Offices, located at 374 Main Road, Glenorchy between 8.30 am and 5.00 pm, Monday to Friday (excluding public holidays) and the plans are available on Glenorchy City Council's website (www.gcc.tas.gov.au) until **12/08/2025**.

During this time, any person may make representations relating to the applications by letter addressed to the Chief Executive Officer, Glenorchy City Council, PO Box 103, Glenorchy 7010 or by email to gccmail@gcc.tas.gov.au.

Representations must be received by no later than 11.59 pm on **12/08/2025**, or for postal and hand delivered representations, by 5.00 pm on **12/08/2025**.

DRAWING SCHEDULE

A00	COVER
A01	LOCALITY PLAN
A02	SITE PLAN
A03	GROUND FLOOR PLAN (WEEKDAY)
A04	GROUND FLOOR PLAN (WEEKEND)
A05	FIRST FLOOR PLAN
A06	PORTABLE KITCHEN DETAILS
A07	PROPOSED BAR ELEVATION PLAN
A08	PROPOSED BAR FLOOR PLAN
A09	3D PERSPECTIVE #1
A10	3D PERSPECTIVE #2

PROJECT INFORMATION

BUILDING DESIGNER:	GRANT JAMES PFEIFFER
ACCREDITATION No:	CC2211T
BUILDING CLASS:	6
LAND TITLE REFERENCE NUMBER:	156284/1
DESIGN WIND SPEED:	N1
SOIL CLASSIFICATION:	TBC
CLIMATE ZONE:	7
BUSHFIRE-PRONE BAL RATING:	N/A
ALPINE AREA:	N/A
CORROSION ENVIRONMENT:	LOW
FLOODING:	NO
LANDSLIP:	NO
DISPERSIVE SOILS:	UNKNOWN
SALINE SOILS:	UNKNOWN
SAND DUNES:	NO
MINE SUBSIDENCE:	NO
LANDFILL:	NO
GROUND LEVELS:	REFER PLAN
ORG LEVEL:	75mm ABOVE GROUND LEVEL

PROPOSED BEER GARDEN, BAR & KITCHEN

M. A. FRENCH

73-75 ALBERT ROAD,
MOONAH TAS 7009

GLENORCHY CITY COUNCIL

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APPLICATION No PLN-24-121
DATE RECEIVED 21 July 2025



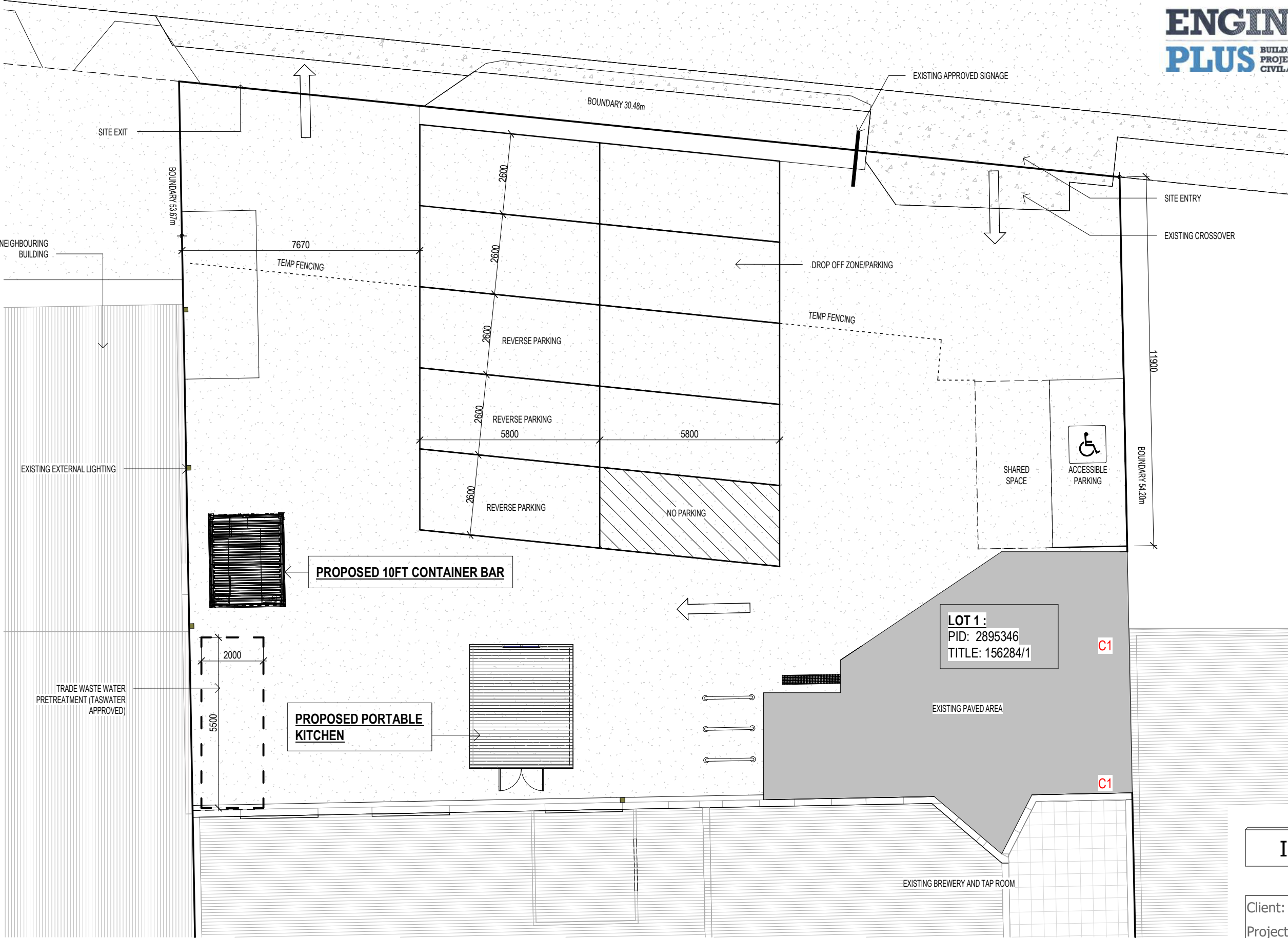
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Document ID: 3250789
Version: 1, Version Date: 22/07/2025

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No PLN-24-121

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SITE PLAN
SCALE 1 : 125

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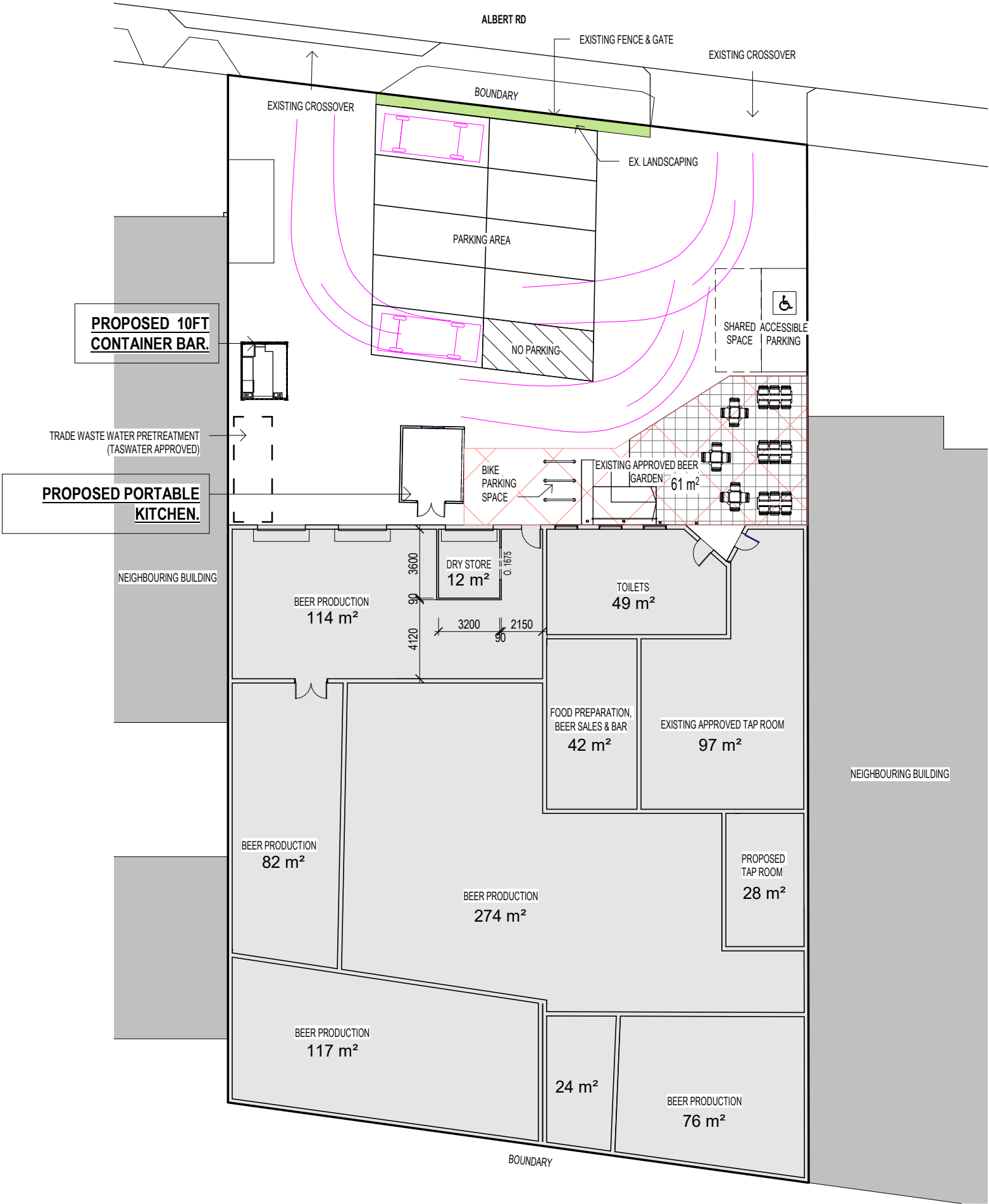
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				Drawn: R.HALL
				Checked: A. Taylor
				Approved: J. Pfeiffer
				Scale: As Shown @ A3
				Accredited Building Designer
				Designer Name: J.Pfeiffer
				Accreditation No: CC2211T
Rev:	Amendment:	Date:	Int:	
D	R.F.I UPDATES	26.05.25	J.C	
C	ISSUED FOR APPROVAL	10.04.25	RH	
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Drawing No:	Rev
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PLANNING SERVICES

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GROUND FLOOR - WEEKDAY PRODUCTION THROUGH TO 3PM FRIDAY
SCALE 1 : 250

	CAR PARK SPACES
WEEKDAY PRODUCTION THROUGH TO 3PM FRIDAY	11
FRIDAY 3PM TO SUNDAY 6PM	1

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BUILDING DESIGN
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Accredited Building Designer
Designer Name: J.Pfeiffer
Accreditation No: CC2211T

Drawing No: 41020

A03

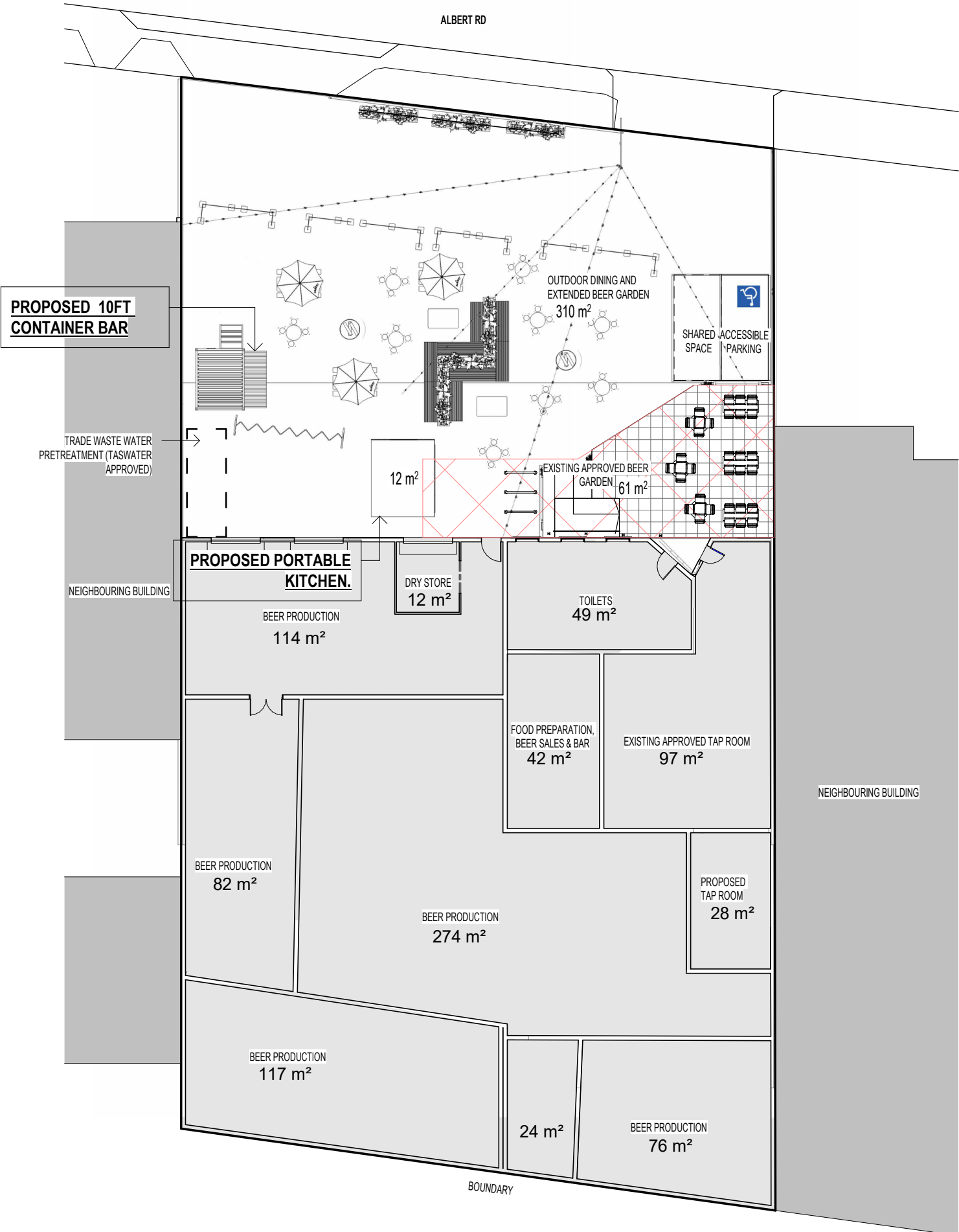
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GLENORCHY CITY COUNCIL
PLANNING SERVICES

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GROUND FLOOR - FRIDAY 3PM TO SUNDAY 6PM - BEER GARDEN OPERATION
SCALE 1 : 250

	CAR PARK SPACES
WEEKDAY PRODUCTION THROUGH TO 3PM FRIDAY	11
FRIDAY 3PM TO SUNDAY 6PM	1

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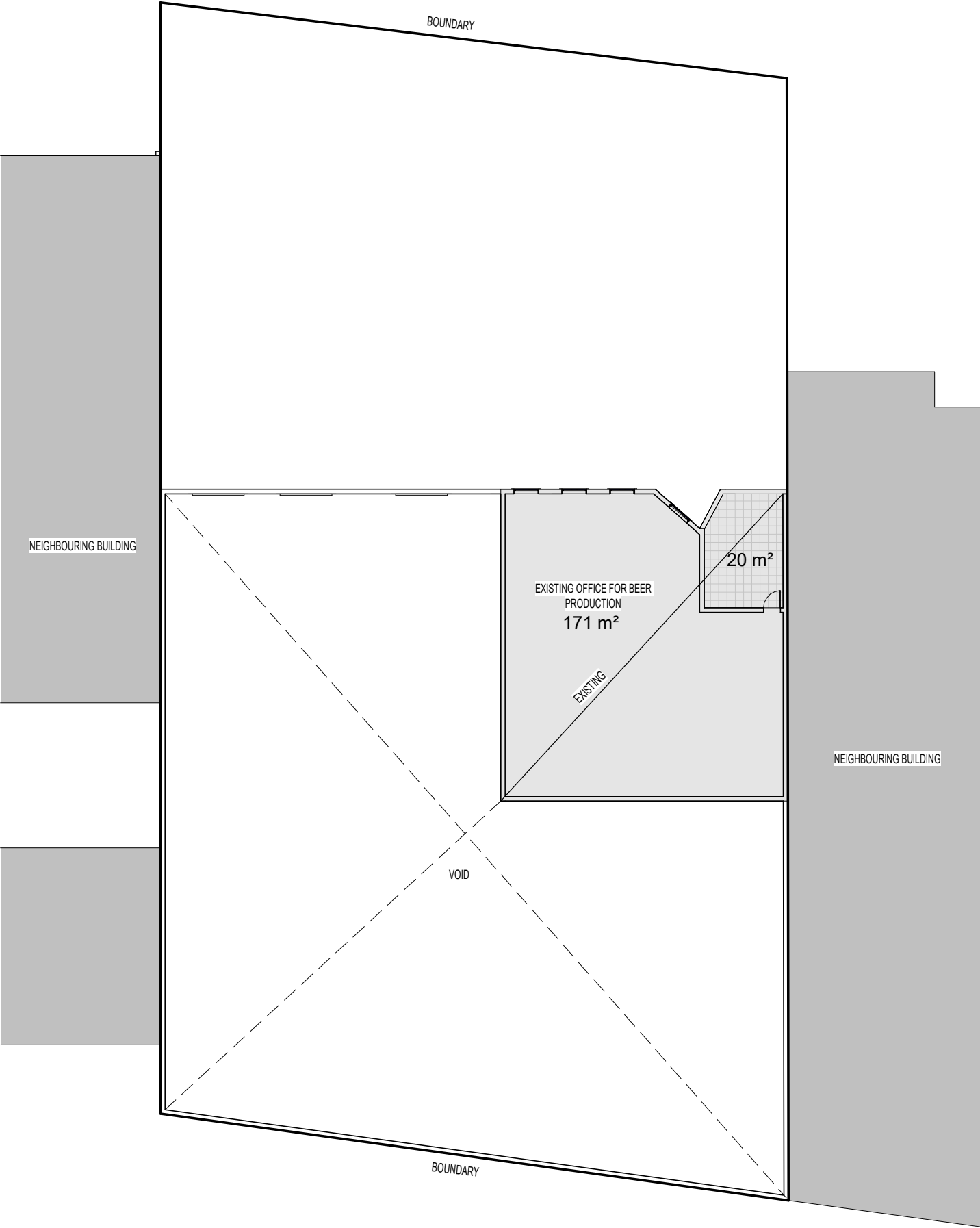
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FIRST FLOOR
SCALE 1 : 250

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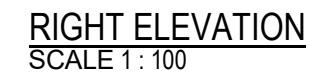
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				Drawn: R.HALL	Address: 73-75 ALBERT RD, MOONAH Mob 0417 362 783 or 0417 545 813 jack@engineeringplus.com.au trin@engineeringplus.com.au  ENGINEERING PLUS <small>BUILDING DESIGN PROJECT MANAGEMENT CIVIL/STRUCTURAL/ENGINEERING</small>			
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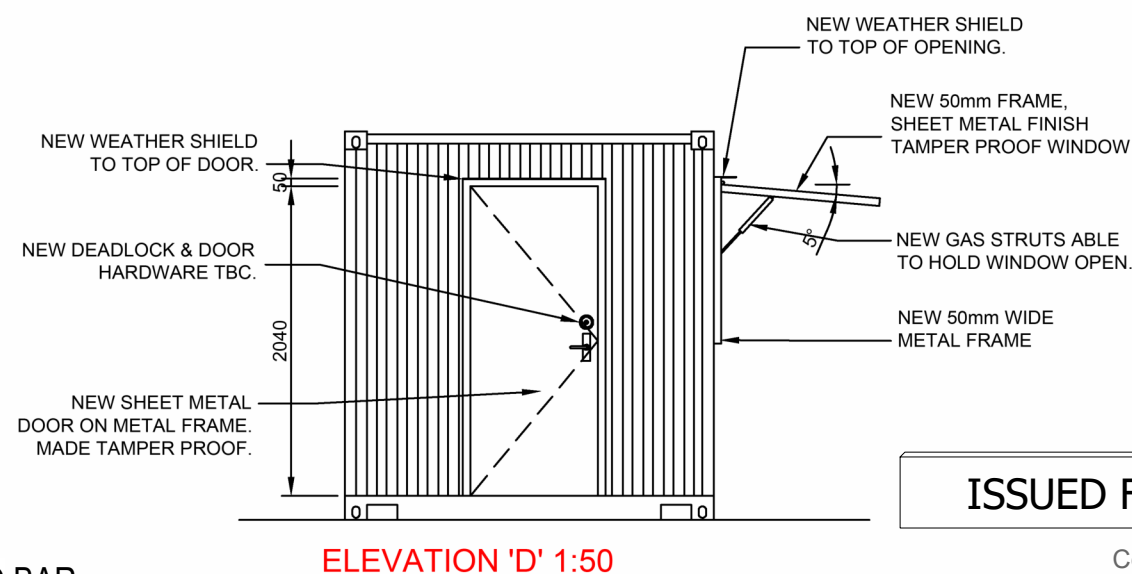
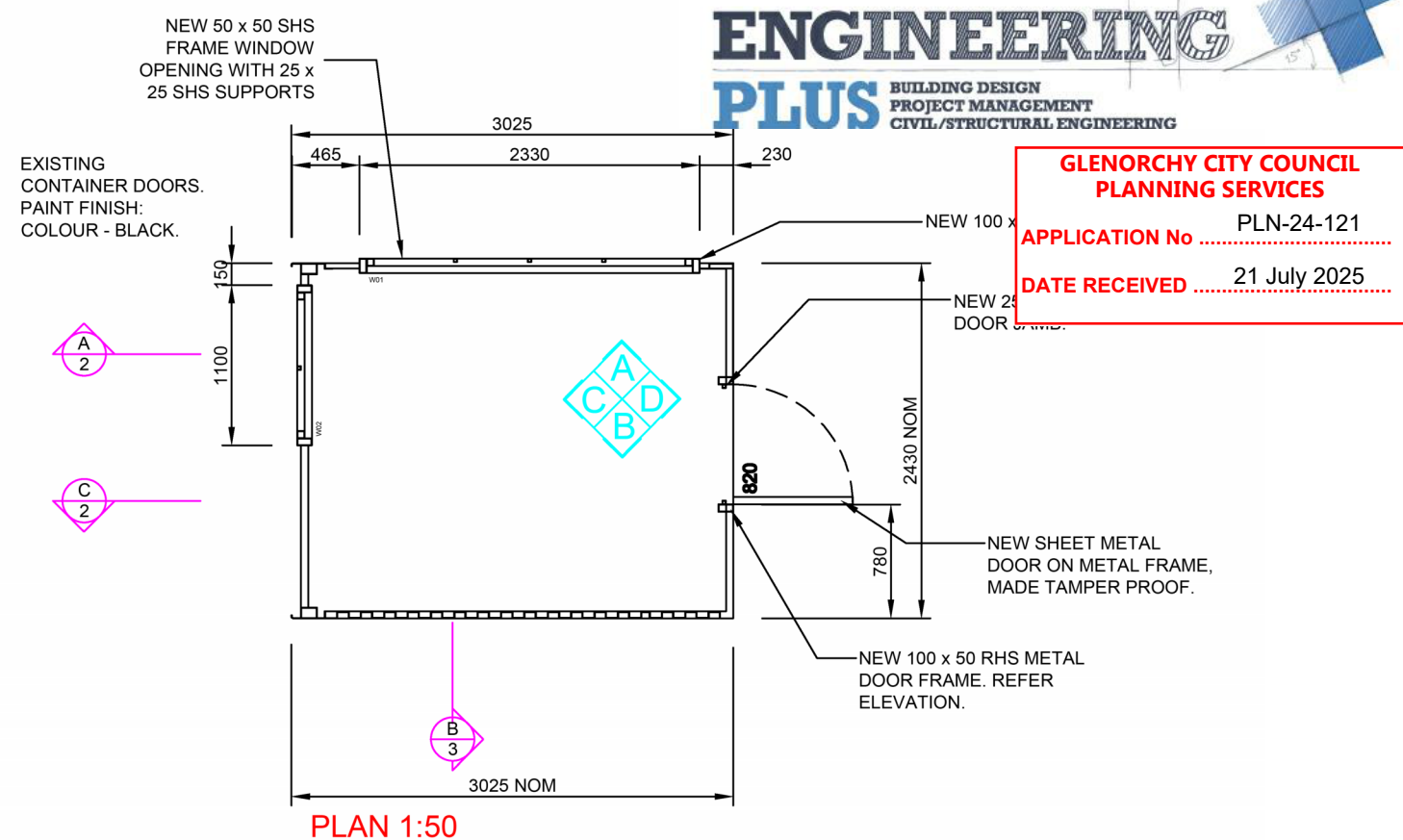
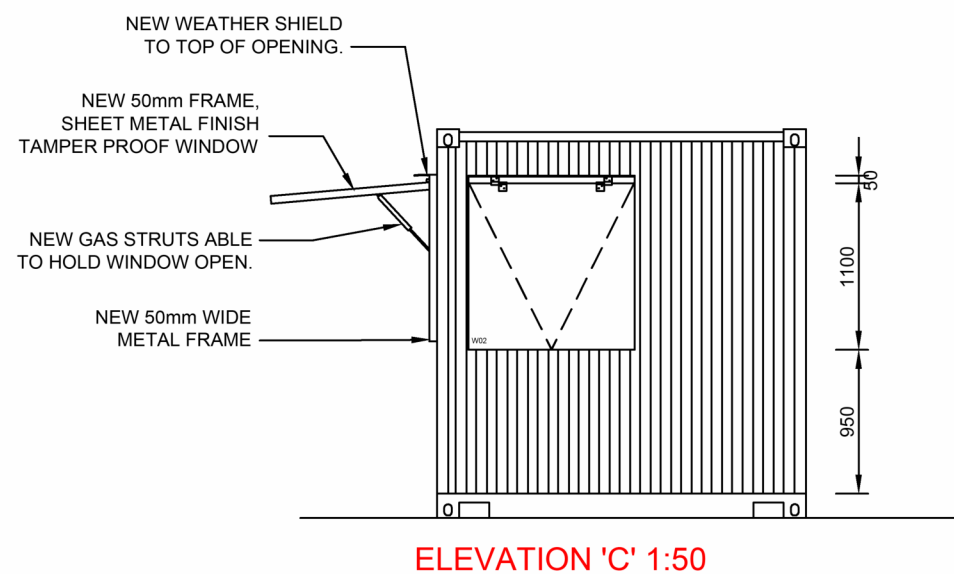
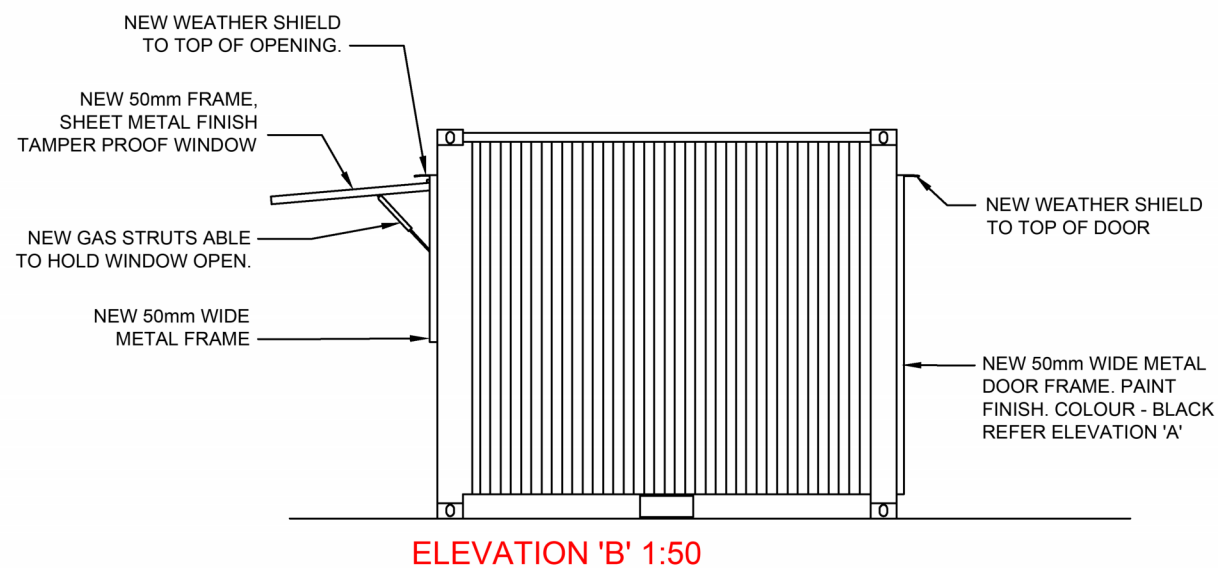
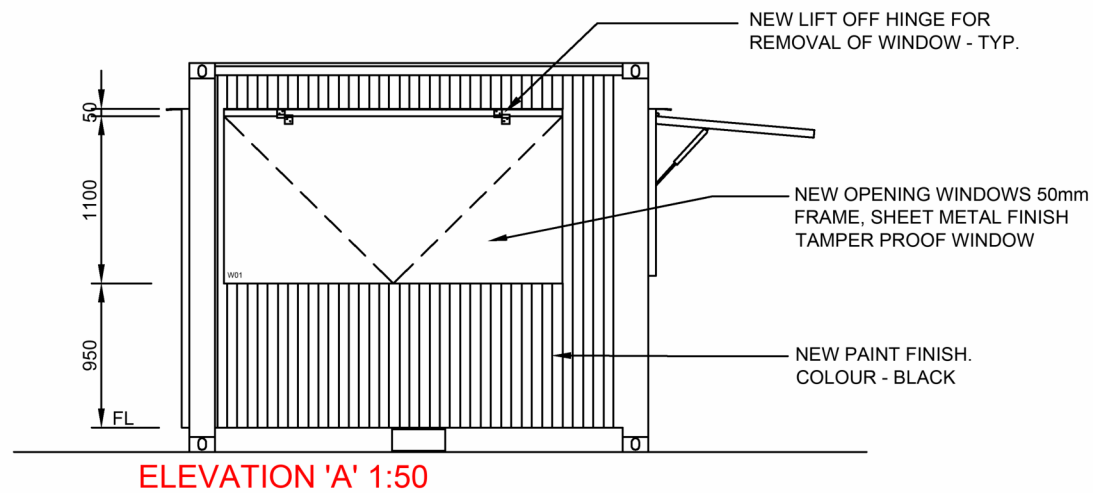


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PROPOSED BAR

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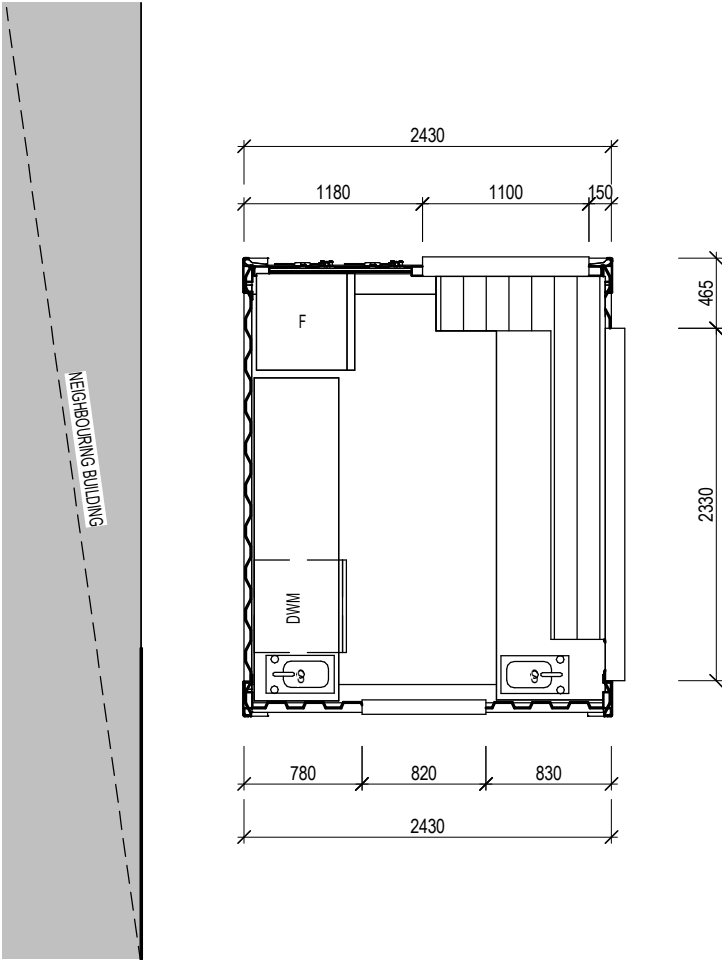
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Designer Name: J.Pfeiffer
Accreditation No: CC2211T

Drawing No: 41020

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C	ISSUED FOR APPROVAL	10.04.25	RH	
B	ISSUED FOR APPROVAL	01.04.25	RH	
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PROPOSED BAR PLAN
SCALE 1 : 50

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3D PERSPECTIVE
SCALE

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41020 A10	D

18 July 2025

Planning Application PLN-24-121 – 73-75 Albert Road, Moonah

Proposed Pop-Up Beer Garden – Response to Request for Further Information (RFI dated 19 September 2024)

In response to Council's letter dated 13 May 2025, please find the following response supported by the updated Management Plan (v2.1), Traffic Impact Assessment (June 2025), and revised development plans (Rev D, 26.05.25).

1. Conflicting Information

The Management Plan, TIA, and planning report have been updated to consistently describe the proposed use as ancillary to the primary brewery use (Resource Processing), clarifying patron numbers, operating hours, and the presence of a 10ft container bar and 20ft kitchen container.

2. Scaled and Dimensioned Plans

Revised plans (Rev D) now include:

- The location and layout of the 10ft container bar and 20ft kitchen (Sheets A02, A06, A08).
- Elevations and floor plans of the portable kitchen (A06) and bar (A07–A08), clearly identifying each element.

3. Noise Report

After 9pm the use will operate under the existing approved hours and numbers under PLN-20-098 with up to 42 people on the deck and 100 inside.

The amended documentation confirms that the proposal will not increase the hours of operation of the capacity of the venue after 9pm. The proposal therefore complies with the acceptable solution of Clause 18.3.1 and does not require a noise report.

The Management Plan includes details procedures to manage patron movement to ensure that the extended beer garden component does not operate past 9pm including:

- 15-minute closure warnings
- Direction of patrons to the Taproom, approved beer garden space for up to 42 people approved under PLN-20-098, or exit

- Closure of the beer garden by roping off and signage

4–5. Signs Code (C1.0)

A “Respect our Neighbours” sign is proposed as shown in Appendix C of the Management Plan as well as a “beer garden closed sign”. The signs will be small in scale, temporary in nature, and face inward such that they are not intended to be viewed from off the site. These and any other similar signage is exempt from the Signs Code under C1.4.2. It is not necessary to show these signs on the site plan.

The signs will not be illuminated

6. Parking Numbers (C2.5.1)

The TIA now reflects the Management Plan's approved hours and assesses three operational scenarios (brewery alone, brewery + Taproom, brewery + Taproom + Beer Garden). It includes an assessment under Clause C2.5.1 in Section 10.1 including the following conclusions:

- A total peak demand of 36 spaces (customers + staff)
- Adequate on-street parking (average of 101 spaces available within 400m) based on multiple surveys

7. Bicycle Parking (C2.5.2)

The site provides three wheel frames capable of securing six bicycles, meeting and exceeding the required provision of three bicycle parking spaces.

8. Parking Layout and Accessible Spaces (C2.6.2)

Please see section 10.2 of the attached TIA.

9. Pedestrian Access (C2.6.5)

Please see section 10.3 of the attached TIA.

Should you require any further information or clarification, please do not hesitate to contact me.

Yours sincerely,

Principal

All Urban Planning Pty Ltd



The Albert Brewery
73-75 Albert Road, Moonah

Tap Room and Beer Garden

Venue Management Plan

Contents

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Responsible service of alcohol

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Vehicular Access and Manoeuvring

Signs, landscaping or external alterations

Lighting

Noise Management

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Rubbish storage and removal

Emergency situations

1. Introduction

- 1.1. The Albert Brewery is a Lager focussed independently owned and operated brewery with an adjoining taproom.
- 1.2. The Albert Brewery Beer Garden is a pop up beer garden utilising the existing car park outside the building at 73-75 Albert Road, Moonah. During opening hours, the car park is closed to vehicular movements and set up with seating, plants, firepits, lighting and a mobile container bar serving customers directly in the car park.
- 1.3. The existing production and taproom areas are not affected by the use of the car park as a beer garden, which will be operated as a relaxed, family friendly atmosphere.
- 1.4. Food services are to be provided from The Albert Brewery Kitchen.

2. Objectives

- 2.1. The objective of this document is to;
 - 2.1.1. Provide a safe and secure environment for patrons at The Albert Brewery Taproom and Beer Garden
 - 2.1.2. Detail standard operating procedures for the sale and consumption of liquor at The Albert Brewery
 - 2.1.3. Detail standard operating procedures for the opening and closing of The Albert Brewery Beer Garden on a weekly basis
 - 2.1.4. Assist with compliance of the liquor licence
 - 2.1.5. Ensuring the premises is maintained in accordance with health and safety standards and community expectations

3. General operation

- 3.1. The Albert Brewery Taproom has approval to operate 7 days a week, with current operation intended for Thursday - Sunday showcasing the brewery and beers produced at the brewery.
- 3.2. The Beer Garden will operate in addition to the existing taproom with beer and food to be consumed both in the existing tap room and beer garden..
- 3.3. Food will be serviced from The Albert Brewery kitchen, all other supplies and equipment will utilise the existing taproom facilities.
- 3.4. Liquor will be served from both inside the taproom and outside in a mobile container bar. The container bar will serve beer, wine, cider and spirits and will be a temporary structure, connectable to power and movable depending on weather and other factors.
- 3.5. Customers will be free to move between the two areas unless there is a function or large group booking on one of the areas. Modern, clean toilets are conveniently located at the entrance way to the existing tap room.

4. Hours of operation

4.1. Taproom approved hours of operation

- Current approved hours of operation, except for office and administrative tasks, must be between:
- (a) 7.00am-10.00pm Monday-Friday;
- (b) 9.00am-10.00pm Saturday;
- (c) 9.00am-6.00pm Sunday; and
- (d) 9.00am-10.00pm on Public Holidays.

4.2. Current Taproom hours of operation

- (a) 12pm-10.00pm Thursday-Saturday; and
- (b) 12pm--6.00pm Sunday

4.3. Beer Garden

- Friday 12pm-9pm
- Saturday 12pm-9pm
- Sunday 12pm-6pm

4.4. Patrons remaining on site in the Beer Garden after 9pm Friday/Saturday will be asked to move to the Tap Room area upon closure of the Beer Garden bar and area. Patrons will be given a 15 minute warning prior to the beer garden closing. On Sunday the Taproom and Beer Garden will close at 6pm. The beer garden will be roped off at closure (appendix B) including a "Beer Garden Closed" sign.

5. Liquor licence

5.1. Liquor Licence number

5.2. Type of Licence

The licence is a special liquor licence. The sale of liquor is authorised between 5am and midnight daily currently subject to the following condition/s;

1. Beer produced on the premises and Tasmanian wine and Tasmanian produced ciders and spirits may be sold for consumption on the licensed premises.
2. Liquor sold under the authority of the licence may be consumed by patrons in the authorised external area located immediately in front of the premises.
3. Sealed beer products produced on the premises may be sold for consumption off the premises.
4. The sale of liquor is authorised subject to the principal activities of the premises continuing as a brewery.

- Upon council approval of the Beer Garden, the liquor licence will be amended to cover sale of liquor from the container bar and consumption in the Beer Garden car park area.
- The liquor licence and the licenced sale and consumption areas are to be displayed at all times.
- The statutory signage is to be displayed in prominent positions as required under the licence including "No alcohol beyond this point" signage at all exits.

6. *Responsible service of alcohol*

- Alcohol is to be served under the RSA guidelines at all times by RSA qualified staff
- Free drinking water is to be provided both in the taproom and mobile bar when open..

7. *Maximum Capacities*

- 7.1. The total combined proposed beer garden capacity is 150 patrons;
Taproom capacity is 100 patrons
Paved courtyard capacity is 42 patrons
- 7.2. Upon closure of the beer garden, numbers will be capped at the existing total capacity of 142 patrons. Any patrons in excess of this will not be allowed on site after closure of the beer garden.

8. *Staff*

- A minimum of two additional staff may be required to operate the Beer Garden during operating hours. One staff member will oversee the Beer Garden and monitor foot traffic, patron numbers, a second will operate the container bar which will be manned at all times if open. The container bar will only operate on an as needed basis.
- Additional staff will be utilised depending on patron numbers
- Given the family friendly nature of the beer garden, trading history of the taproom and early closing hours it is not anticipated that crowd control will be required. Should this be deemed necessary professional crowd control will be engaged as required.
- There will be no staff changes to the operation of the existing tap room.
- Staff have access to existing amenities including bathroom/toilets, kitchen, office, storage, change areas in the existing building (separate to patron amenities).

9. Set up and pack down of Beer Garden

9.1. Setup

- The Beer Garden is designed to be set up and packed down in under 1 hour, commencing from 11am on Friday weekly.
- Production staff if present (usually limited to administrative tasks on Fridays) and taproom staff will park their own vehicles in nearby car parks leaving the car park empty.
- Temporary fencing will be moved in to position to allow for a drop off zone in the carpark closest to Albert Road, whilst allowing pedestrian access and access to the accessible car park.
- Seating, firepits, wine barrels, umbrellas will be conveniently located in and around the 10ft container bar on site or within the building.

9.2. Pack down

- The Beer Garden and container bar (if open) will close at
 - 9:00 pm Friday/Saturday
 - 6:00 pm Sunday
- On Sunday some pack up of the smaller items including umbrellas, folding tables, wine barrels will occur prior to 6pm.
- The remaining seating and planters will be packed away between 7am and 8am on Monday leaving the car park reopened for full unimpeded use by 8am on Monday.
- No impact on production staff, deliveries, or external traffic is to occur under this plan.
- The 10ft container bar remains on site as a temporary structure.

10. Traffic Management

- Sufficient car parking exists for staff and patrons on Albert Road, Gatehouse St, Station St and central Moonah as detailed in the Traffic Impact Assessment.
- Parking sites are to be listed for patrons on our website, SM pages and advertising.

11. Vehicular access and manoeuvring

- The car park will be closed to vehicular traffic from 11am Friday to 8am Monday (other than drop off zone).
- The business has no deliveries or services/collections during the beer garden opening times, vehicle movements associated with the business are not to be impacted in any way.
- The mobile container bar will be moved as required.
- No other changes are to occur affecting movements in the car park during regular trading hours

12. Signs, landscaping or external alterations

- Plants are to form a large part of the look and feel of the beer garden as per the site plans.
- No external alterations to any buildings on site are to occur without council approval.
- There is no change to the existing main Albert Brewery sign proposed at this stage

13. Lighting

- The beer garden will utilise the existing external car park lighting plus festoon lighting over the top of the car park. The festoon lighting will be turned on at dusk during days of operation and turned off upon closure of the beer garden.
- External lighting must be turned off between 10:00pm and 6:00am, except for security lighting; and security lighting must be baffled to ensure it does not cause emission of light outside the zone.

14. Noise management

The licensee has a responsibility to ensure the level of noise emitted from the premises does not impact on:

- the wellbeing of the community or a part of the community, including its social and economic amenity; or
 - the wellbeing of an individual, including the individual's health; and
 - opportunity to work and study and to have sleep, relaxation and conversation without unreasonable interference from noise.
-
- Operation of the taproom under the approved hours will facilitate management of the noise emanating from the venue. The beer garden will operate within the approved hours of operation for the beer garden to comply.
 - Commercial vehicle movements, including loading and unloading and garbage removal to or from the site, must be within the approved hours.
 - Management and staff will regularly check the alfresco area to ensure that noise levels do not become excessive.
 - The beer garden will close at 9pm Friday and Saturday, 6 pm Sunday. Patrons will be given a 15 minute warning to move to the taproom and courtyard on Friday and Saturday, or leave the premises on Sunday. The beer garden will be roped off at closure (appendix B) including a "Beer Garden Closed" sign.

- A respect our neighbours sign is to be kept in a prominent place internally on the temporary fencing (see Appendix C) facing inwards towards the beer garden. This signage is small and internal facing on our site.

15. *Security and safety*

- The car park is contained within the existing property and is bordered by a security fence. During Beer Garden operating hours the car park will be closed other than the drop off zone.
- There is a pedestrian island to facilitate crossing Albert Road directly outside the pedestrian access to the site.
- The surface is a bitumen car park with sufficient grip in wet conditions with no trip hazards
- Rampways and entrances are built to Australian standards with tactile indicators and handrails.
- Sufficient seating will be provided in a number of formats

16. *Amenities*

- In addition to staff amenities there are facilities located just inside the front entrance of the building sufficient for 150 patrons as follows;
 - Unisex accessible x 1
 - Ambulant women's 1, womens x 1, basins x 2
 - Ambulant men's x 1, urinals x 2, basins x 1
- Amenities are cleaned professionally weekly and daily by tap room staff.

17. *Rubbish storage and removal*

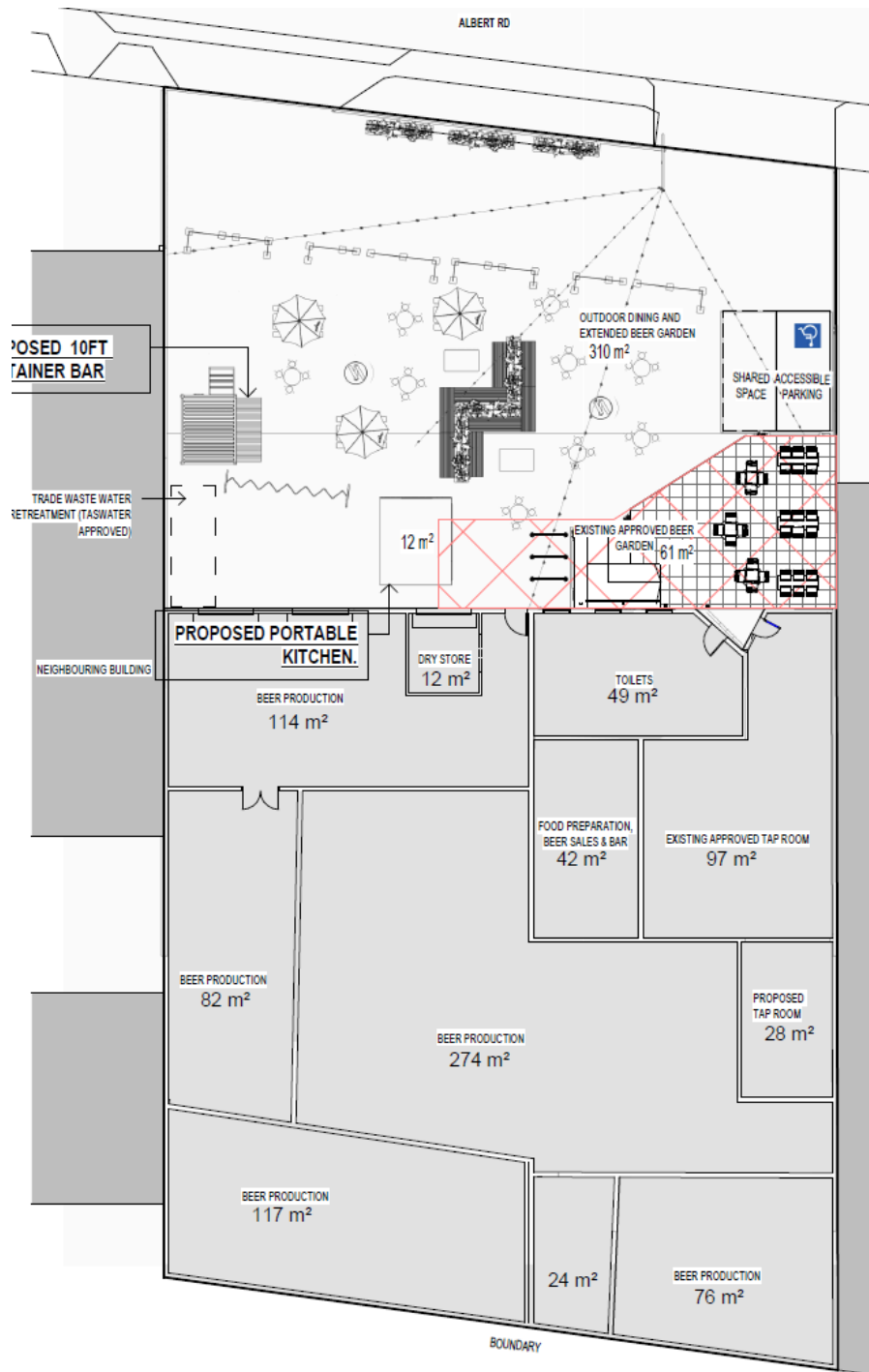
- The Albert Brewery has a responsibility to ensure rubbish generated by the venue and its patrons is cleaned on a regular basis
- The licensee will ensure that the taproom and car park are cleaned on a regular basis
- General rubbish is stored in a 1.5 metre bin serviced weekly on Friday mornings
- Recycling including cardboard is stored in a 1.5m bin serviced weekly on Wednesdays

18. *Emergency situations*

- The Albert Brewery staff have a role dealing with emergency situations including;
 - Fire or explosion
 - Dangerous chemical release
 - Medical emergency or injury to patron
 - Violence or robbery.
 - Glass breakage

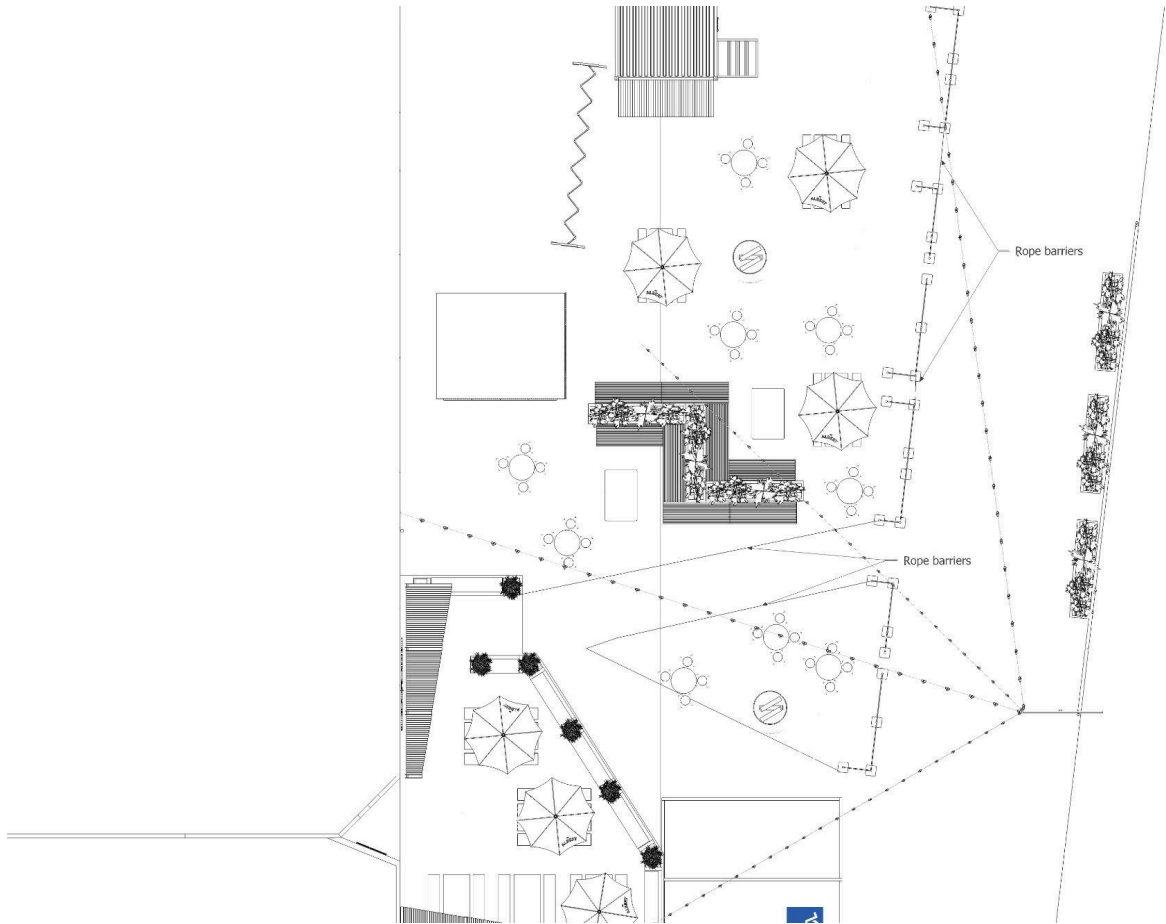
- Structural damage
- In the event of an emergency staff must be aware of the venue's emergency management procedures, location of emergency exits and safety equipment and emergency meeting point.
- Staff must be able to assist with containment of the situation and evacuation of the premises.

Appendix A



ROUND FLOOR - FRIDAY 3PM TO SUNDAY 6PM - BEER GARDEN OPERATION
 SCALE 1:250

Appendix B



Appendix C - Respect our neighbours





POP-UP BEER GARDEN AT THE ALBERT BREWERY, 73- 75 ALBERT ROAD, MOONAH

TRAFFIC IMPACT ASSESSMENT

Hubble Traffic

Updated June 2025

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Version	Date	Reason for Issue
Draft	June 2024	Draft issued for client feedback
Updated	June 2025	Further additional information request by Council



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1. Introduction

The Albert Brewery (brewery) submitted a planning application to the Glenorchy City Council (Council) to operate a pop-up beer garden from 12pm Friday afternoon to 6pm Sunday (closing the carpark from 11am Friday to 8am Monday morning), where the current on-site parking spaces will be closed, increasing the area for customers.

In considering the application Council has requested additional information, and Mark French on behalf of the brewery has engaged Hubble Traffic to provide a Traffic Impact Assessment (TIA).

Council requested the TIA provides the following information:

- the existing use,
- the proposed use and
- how the two uses would interact including the management for reopening the car park for unimpeded use.

Mark French provided Hubble Traffic with the Albert Brewery Taproom and Beer Garden Management Plan (Management Plan), which clearly outlines how the pop-up beer garden (beer garden) would be set-up and pack-down, the services available, the additional staff required, security and safety, amenities, rubbish management, lighting and how emergency situations can be dealt with.

It is assumed this Management Plan will be provided with the resubmitting of the application; this means Hubble Traffic will not need to comment on how the beer garden will operate. The primary purpose of the TIA is to assess on the impact of closing the on-site parking spaces, on the surrounding road network, and impact of additional vehicular trips on the surrounding road network.

This traffic assessment has been updated, with Council requesting further information, specifically clauses C2.5.1 Car parking numbers, C2.5.2 Bicycle parking numbers, C2.6.2 Design and layout of parking areas, C2.6.5 Pedestrian access and C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction of the Tasmanian Planning Scheme.

In preparation of this updated traffic assessment, Hubble Traffic had a verbal discussion with Council's Traffic Engineer Emily Birch, ensuring this additional information is sufficient for the application to be assessed.

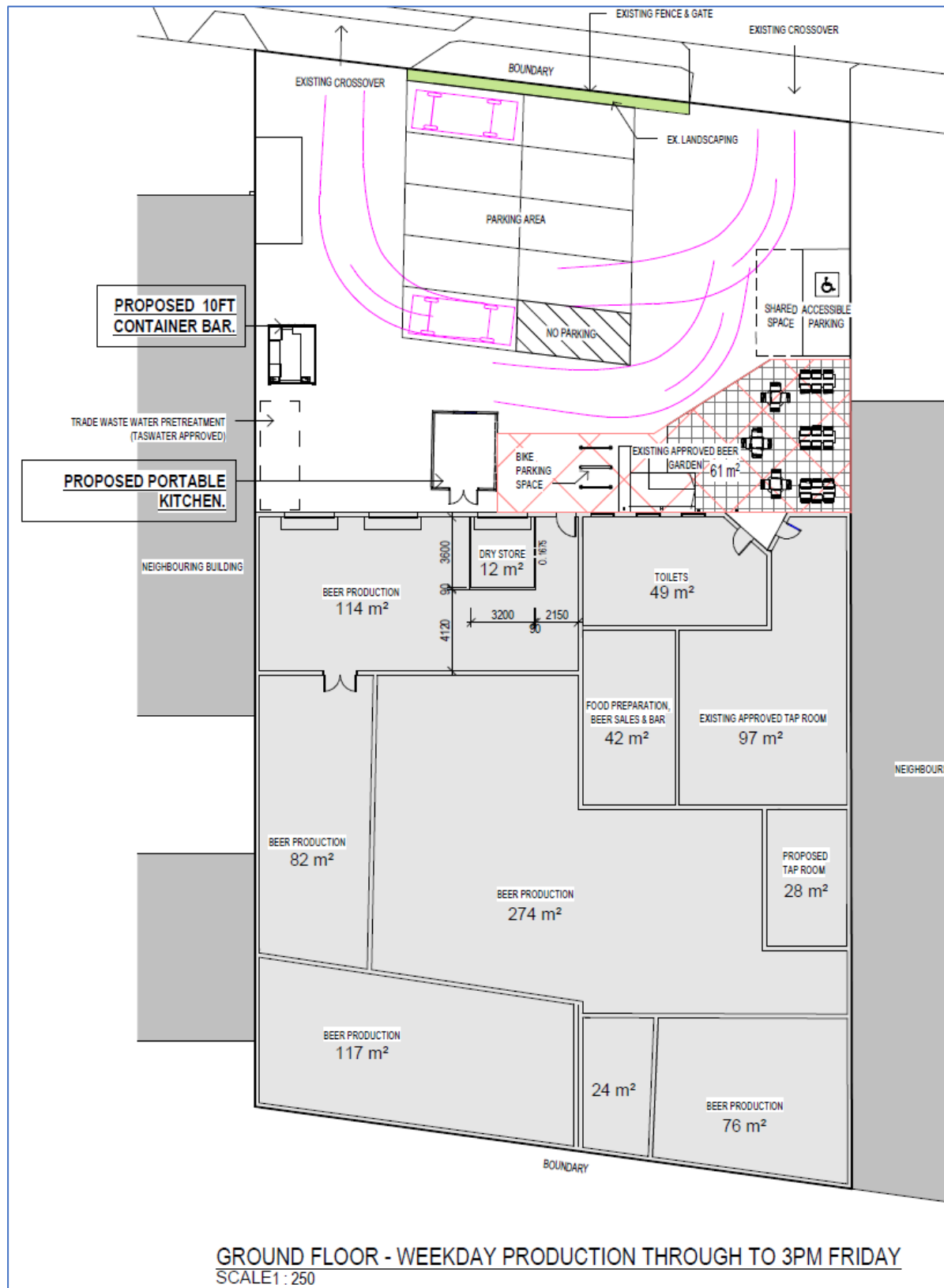
2. Current use

The brewery operates at 73-75 Albert Road, with an existing planning permit to operate a Microbrewery, with production occurring during the weekdays from 7am to 7pm, with three staff members. The product is available for consumption through the Taproom, between Thursday, and Sunday afternoons and evenings. Closing at 10pm Thursday to Saturday, and 6pm Sundays. The Taproom is licenced for 142 customers (including 100 inside and 42 within the courtyard, under PLN-20-098), supported with a permanent outside kitchen offering food services, and during these periods there are five staff.

Hubble Traffic prepared a Traffic Impact Statement in May 2020 supporting the original approved planning permit, which demonstrated the following:

- site access to Albert Road provides suitable sight distance to ensure vehicles can enter and leave in a safe and efficient manner without impacting other users.
- the 13 on-site parking spaces was considered adequate for the reasonable demand, noting that many customers use alternative transport modes, including ride sharing facilities (taxis and uber) and active transport,
- the site is located within a light industry area where the businesses do not operate when the Taproom is in operation, this provides a significant supply of on-street parking spaces, minimising any impact to the residential properties,
- the site provides wheel frames for bicycle parking,
- vehicles involved in product distribution are small vans and there is sufficient area for loading and unloading activities to occur on-site,
- there is one accessible parking space, and
- the layout of the parking spaces complies with the Australian Standards 2890.1:2004.

Diagram 2.0 – Existing weekday production



3. Beer garden proposal

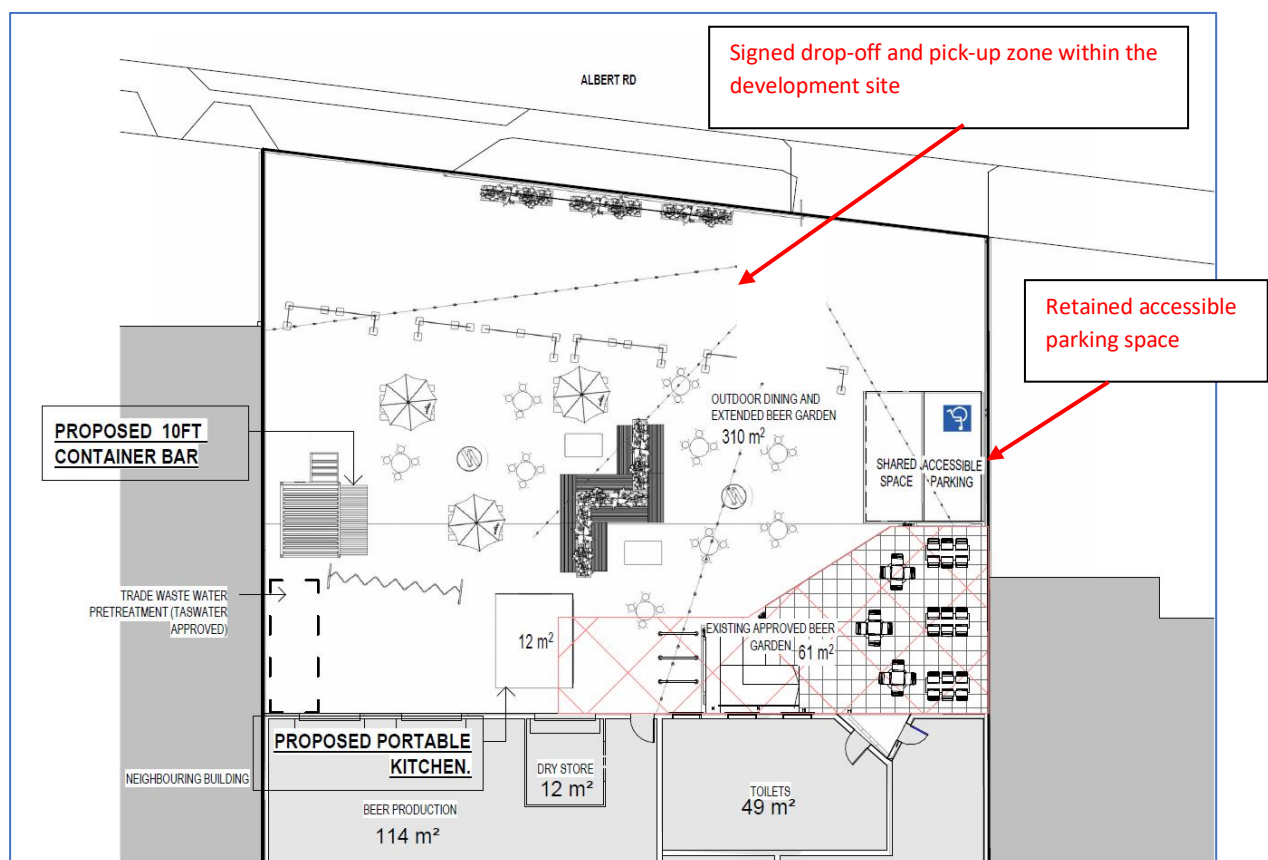
The application is to operate a beer garden, within the existing car park area in front of the brewery, that would support the current Taproom operations, and increase the number of customers from 142 to 150. The beer garden will operate between 12pm to 9pm on Friday and Saturday, and 12pm to 6pm on a Sunday. Customers remaining on-site after 9pm Friday and Saturday, will be asked to move either inside to the Taproom or within the courtyard.

When the beer garden is operating, the onsite car park will be closed from 11am on Friday to 8am Monday, with customers arriving by private vehicles required to rely on the supply of on-street parking within the surrounding road network.

Setup of the beer garden will commence once the onsite car park is closed from 11am on Friday, with pack up to be completed before 8am on Monday, ensuring that the car park is reopened.

The design of the beer garden will allow for a front portion of the car park to be signed as a drop off and pick up zone for customers, with the existing accessible parking space on the eastern boundary of the property to be retained. Vehicles will be able to enter and leave using the established crossovers, with a secondary temporary fence used to separate the drop-off zone from the beer garden. This drop-off and pick-up zone enhance customer safety and traffic flow by removing this activity from Albert Road.

Diagram 3.0 – Beer garden proposal



4. Traffic generation

4.1. Current use – production process

The brewery production process occurs weekday between 7am and 7pm, operates with three staff, generating an average of six to 10 daily vehicular trips, with maximum of three trips in the peak hour periods. The staff generates a maximum of three onsite parking spaces.

Internal deliveries occur infrequently, average of one delivery per day, generating two daily trips.

Overall, during the weekdays the production process is a low traffic generator. The on-site supply of parking will be available, and this process will generate a low number of trips, that is not likely to cause any adverse impact on the traffic flow on the surrounding road network.

4.2. Current use –Taproom (operating 12 to 10 pm Thursday, Friday and Saturdays, 12 to 6pm Sundays)

The previous traffic assessment determined with the brewery located within an inner metropolitan area, many of the customers are expected to use alternative transport mode other than private vehicles, as ride sharing facilities has become popular and affordable. While, active transport mode, such as cycling and walking is an attractive option, as the brewery is located within 200 metres of the intercity cycleway, and within 400 metres of the Main Road where a high frequency public transport services operates.

In determining the trips generation, the following has been used:

- The RTA Guide to Traffic Generating Developments (RTA Guide) provides guidance on trips generation and parking demand based on survey data, and indicates that when designing for food services use, the 85th percentile demand should be use.
- Average vehicle occupancy rate (RTA Guide) of 2.2 customers per vehicle.
- Busiest hour period, one hour of the daily vehicle trips.
- The turnover of customers is difficult to quantify, with this assessment assuming 1.5 times the 85th percentile number of customers.

The table below demonstrates the Taproom generates a low number of vehicular trips, predicted to generate 28 customer trips within the busiest hour period. This number of trips is unlikely to cause any adverse traffic flow impact to the surrounding road network.

Table 4.2 – Customer trips generation from the Taproom

Transport mode	Modal percentage	No customers (85 th percentile)	Vehicular trips (2.2 customers per vehicle)		Peak parking demand
			Daily (1.5 times)	Busiest hour	
Private vehicles	30%	26	36	8	12
Ride sharing	50%	42	57	20	0
Active	20%	17	0	0	0
Total	100%	85	93	28	12

4.3. Beer garden use

The beer garden will operate in tandem with the Taproom use, increasing the maximum number of customers from 142 to 150. The beer garden will operate during the following hours:

- Friday 12 to 9pm
- Saturday 12 to 9pm
- Sunday 12 to 6pm

Regarding customer travel mode, the Council's RFI noted the high percentage of customers using ride-sharing services. This was based on a manual survey conducted at an urban hotel in Hobart without on-site parking, which found that less than 30% of customers arrived by private vehicle, with the majority using alternative transport modes (see section 7.6). To consider a worst-case scenario, this assessment will use a higher estimate, assuming 50% of customers use private vehicles and only 30% use ride-sharing services.

The table below estimates when the beer garden is operating, it has the potential to generate 151 daily trips, with 65 of these expected in the busiest hour period, generating a peak parking demand of 30 vehicles.

Table 4.3 – Customer trips generated by the beer garden and Taproom

Transport mode	Modal percentage	No customers (85 th percentile)	Vehicular trips (2.2 customers per vehicle)		Peak parking demand
			Daily	Busiest hour	
Private vehicles	50%	65	98	30	30
Ride sharing	30%	39	53	35	0
Active	20%	26	0	0	0
Total	100%	130	151	65	30

4.4. Increase in staff and deliveries

The beer garden use is expected to increase the number of casual staff, estimated between 2 and 3, and are expected to travel outside of the customer operational hours. While they will generate additional six daily trips on the surrounding road network, these will not increase the number of trips within the busiest hour period.

Deliveries will occur outside of customer operational hours. Food deliveries are expected to take place before 11 am on Friday mornings and may generate up to six daily trips. Additional non-food deliveries will also occur before 11 am on Friday and after 6 pm on Sunday, and may generate an additional two trips.

Overall, the additional staff and deliveries is expected to generate additional 14 daily trips.

5. Impact of additional trips on the surrounding roads

The beer garden will only operate from Friday 12pm to Sunday 6pm, during this period the majority of the surrounding commercial and light industrial businesses are not operating, so the traffic flow on the surrounding road network is significantly reduced.

This assessment predicts the beer garden has the potential to generate an additional 72 daily trips, with 37 of these trips occurring in the busiest hour. This small increase in hourly trips can easily be absorbed by the surrounding road network, without causing adverse impact to other uses, or adversely reduce the traffic flow.

Most of the vehicular trips are expected to travel along Albert Road, with this being a collector road in the surrounding road network, the additional 37 trips per hour, is not likely to cause any adverse traffic impact to the traffic flow.

Having consideration to the current Taproom operating in tandem with the beer garden, the brewery has the potential to generate a total of 165 daily vehicular trips on the surrounding road network, with 65 of these trips expected to occur in the busiest hour.

6. Number of parking spaces required

6.1. Number of on-site car parking spaces required

Planning scheme table C2.1 prescribes the number of on-site car parking spaces required, based on the type of land use. The site has three different uses, microbrewery, Taproom and Beer Garden, which all operate as Resource Processing land use.

Based on information provided by the developer, the microbrewery operates with three employees. During Taproom operations, the number of employees increases by two, with the Beer Garden expected to generate an additional three employees.

Table 6.1 details the number of on-site car parking spaces required, based on the number of employees for each of the three different uses.

Table 6.1 – Number of on-site car parking spaces required for each use

Activity	Use	Planning scheme requirements	Number of employees	Number of parking spaces
Microbrewery	Resource Processing	Two spaces per three employees	3	2
Taproom			2	2
Beer garden			3	2

During the week with the car park open, when only the microbrewery and Taproom are operating, the development site is required to provide four on-site car parking spaces.

When all three uses are operating at the same time, the development is required to provide six on-site car parking spaces.

When the Taproom and beer garden are operating on a weekend, with the car park closed, the development is required to provide four on-site car parking spaces.

When the on-site car park is not operating, it is important that customers can obtain suitable on-street parking within the surrounding road network, that are accessible, and within reasonable walking distance. Patrolled parking surveys has demonstrated there is adequate supply of on-street parking to comfortably meet the short fall in parking when the on-site car park is not operating.

The patrolled surveys revealed that there is a minimum supply of 86 parking spaces that are accessible to the site, and further details of these surveys is available in section 7.

6.2. Number of bicycle parking spaces required

Planning scheme table C2.1 prescribes the number of bicycle parking spaces required, based on the type of land use. Based on the number of employees associated with each use, the development site is required to provide three bicycle parking spaces.

The site has three existing wheel frames which can accommodate six bicycles, exceed the planning scheme requirements, and complying with the acceptable solution.

Table 6.2 – Number of bicycle parking spaces required

Activity	Use	Planning scheme requirements	Floor area / employees	Number of parking spaces
Microbrewery	Resource Processing	One space per five employees	3	1
Taproom			2	1
Beer garden			3	1
Total				3

6.3. Number of accessible parking spaces required

According to the National Construction Code, the brewery is classified as a Class 9b building for public nature. A Class 9b building is required to provide one accessible parking space per 50 on-site car parking spaces provided.

The site will retain the existing accessible parking space located on the eastern boundary of the property, supported with a shared zone. This location will ensure accessibility is provided during beer garden operations.

Although the beer garden will occupy the on-site parking area, the site layout will incorporate a drop-off and pick-up zone.

7. Supply of parking within close proximity

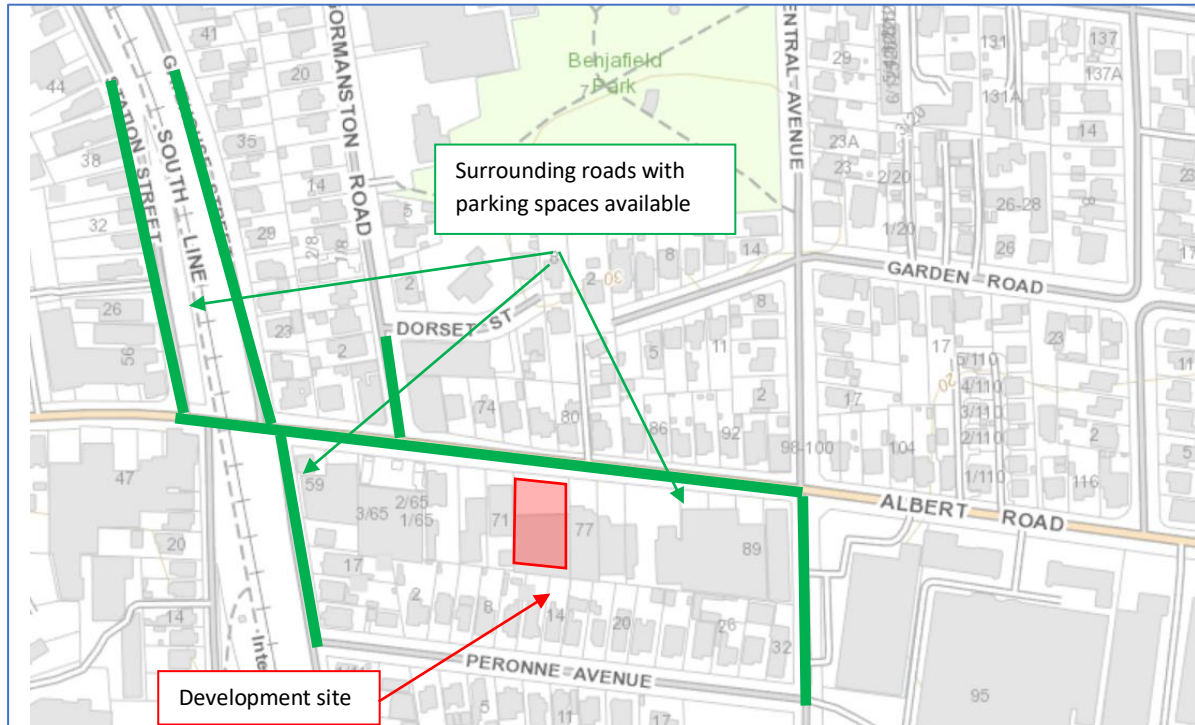
The brewery is located within a mixed land-use of light industry and residential. Along the southern side of Albert Road, the properties are commercial and light industrial businesses, with the recent parking surveys determining majority of these businesses do not operate when the beer garden will be operating, means these businesses will not generate an on-street parking demand.

Along the northern side of Albert Road, majority of the properties are residential, with all properties having on-site parking facilities, and the recent parking surveys determining these residential properties generate a low on-street parking demand. The properties along Central Avenue between Albert Road and Peronne Street are also light industrial or commercial, so are the properties along Gormanston Avenue between Albert Road and Dorset Street.

The railway corridor that includes the intercity cycleway, is situated 160 metres west of the brewery, and is situated between Gatehouse and Station Streets. Along either side of the railway corridor there is no properties, so on-street parking will not adversely impact the residential properties that operate on the opposite side. On the western side of Gatehouse Street south of Albert Road there is eight ninety degree parking spaces, while along the eastern side of Station Street north of Albert Street there are 29 ninety degree parking spaces, and 29 parallel parking spaces.

These spaces, particular the Station Street spaces are available for use by customers to other businesses, such as the St Albi Bar and Eatery located at 49 Albert Road, who operates daily without providing on-site parking spaces.

Diagram 7.0 – Extract from Land Information System Tasmania Database



7.1. Parking assessment to determine supply of suitable parking spaces

This parking assessment determined within 400 metres of the brewery there is a minimum of 126 parking spaces that are not located outside of residential properties. These spaces are either located outside of commercial, light industrial and vacant land associated with the railway corridor, with the majority of these spaces having no time restrictions. Customers using these spaces will not adversely impact residential properties, and as indicated earlier, many of the light industrial uses will not be open when the beer garden is operating.

Given the on-street parking supply along the northern side of Albert Road between Central Avenue and Gatehouse Street is directly opposite the brewery, these prime parking spaces have been included into the parking surveys, and bring the total supply to 142 spaces.

Outside of the survey area, there are residential streets that provide a further supply of on-street parking within 400 metres of the brewery, but these were not included in the parking assessment, as the non-residential parking spaces provides more than adequate supply.

The table below specifies the supply of parking spaces for each of the streets covered by the parking assessment, includes the land-use, and the parking control.

Table 7.1 – Supply of suitable parking spaces on the surrounding road network

Road	Link	Side	Type of parking	Land use	Parking control	Supply
Albert Road	Central to Gatehouse	Southern	Parallel	Commercial	2 hour	5
		Northern	Parallel	Residential	2 hour	16
Gatehouse St (western side of railway)	Albert to Peronne	Western	90 degrees	Railway	Unlimited	8
			Parallel	Railway	Unlimited	12
		Eastern	Parallel	Commercial	Unlimited	4
Gormanston Road	Albert to Dorset	Western	Parallel	Food service	15 minutes	3
		Eastern	Parallel	Commercial	Unlimited	6
Station Street	Albert to 42	Eastern	Parallel	Railway	Unlimited	17
			90 degrees	Railway	Unlimited	29
Central Avenue	Albert to Peronne	Western	Parallel	Commercial	Unlimited	6
		Eastern	Parallel	Commercial	Unlimited	11
Gatehouse St (eastern side of railway)	Albert to 41	Western	Parallel	Railway	Unlimited	25
Total						142
Total excluding the spaces outside of residential properties						126

7.2. Patrolled parking survey

Patrolled parking surveys were undertaken on a Friday, Saturday and Sunday afternoons around 3.30pm. These surveys were conducted to coincide with the operational time of the beer garden, and the table below details the parking supply and the number of vehicles using the spaces at the time of the surveys.

This data indicates a minimum of 93 spaces were unoccupied at the time of the patrolled survey.

Table 7.2 – Survey of parking demand

Road	Link	Side	Supply	Friday 3:30pm	Saturday 3:45pm	Sunday 3:30pm
Albert Road	Central to Gatehouse	Southern	5	0	0	0
		Northern	16	4	2	3
Gatehouse St (western side of railway)	Albert to Peronne	Western	8	6	1	2
			12	1	0	0
		Eastern	4	1	0	1
Gormanston Road	Albert to Dorset	Western	3	1	0	1
		Eastern	6	3	0	2
Station Street	Albert to property 42	Eastern	17	8	5	5
			29	20	13	5
Central Avenue	Albert to Peronne	Western	6	1	0	0
		Eastern	11	4	0	1
Gatehouse St (eastern side of railway)	Albert to property 41	Western	25	0	2	2
Total			142	49	23	22
Free spaces				93	119	120

7.3. Additional patrolled parking survey

As part of additional information requested by Council's RFI, additional patrolled parking surveys were undertaken on Friday the 7th of February, Saturday the 8th of February and Sunday the 9th of February. These surveys were conducted around the times requested by Council, coinciding with the operational time of the beer garden. The table below details the parking supply and the number of vehicles using the spaces at the time of the surveys.

This data is similar to the data collected in table 7.2, indicating there is a significant supply of on-street parking that could be used by customers attending the beer garden. Overall, the data from all the patrolled parking surveys revealed, a minimum supply of 86 spaces, while the average supply is 101 on-street spaces, that is within 400 metres of the Albert Brewery.

Table 7.3 – Survey of parking demand

Road	Link	Side	Supply	Friday 8:00pm	Saturday 12:30pm	Saturday 7:00pm	Sunday 1:00pm
Albert Road	Central to Gatehouse	Southern	5	0	1	1	2
		Northern	16	6	8	3	1
Gatehouse St (western side of railway)	Albert to Peronne	Western	8	1	0	0	0
			12	0	1	3	6
		Eastern	4	1	0	0	3
Gormanston Road	Albert to Dorset	Western	3	0	1	0	1
		Eastern	6	0	1	0	0
Station Street	Albert to property 42	Eastern	17	10	10	15	11
			29	15	13	29	15
Central Avenue	Albert to Peronne	Western	6	1	3	1	1
		Eastern	11	0	0	0	0
Gatehouse St (eastern side of railway)	Albert to property 41	Western	25	12	6	4	5
Total			142	46	44	56	45
Free spaces				96	98	86	97

7.4. Number of vehicles parked within brewery car park

Due the most recent patrolled parking surveys, the number of customers in the Taproom and the number of vehicles parked within the site was captured. This data confirms the assumption, not all customers use a private vehicle.

Table 7.4 – Survey of customers and vehicles within the site

Type	Friday 8:00pm	Saturday 12:30pm	Saturday 7:00pm	Sunday 1:00pm
Customers	21	1	17	7
Vehicles	7	0	6	2

7.5. What is a reasonable walking distance

Most urban planning standards reference 400 metres as a reasonable walking distance for pedestrians to access public transport services (for example TPS table C2.5.5 P1).

Melbourne-based research (Distributions of walking access to public transport in Melbourne, Australia – Evidence on acceptable and tolerable walking distances, by Michael A. P. Taylor & Sekhar Somenahalli.) specifies acceptable walking distance is defined as 400 to 800 metres, representing the ideal range within which public transport stops should be located to ensure accessibility and service coverage.

This acceptable walking distance not only relate to public transport services, but is suitable for share parking areas associated with activity centres, including hotels and restaurants.

7.6. Transport modes of customers

To understand the expected transport mode of customers, information is taken from a previous manual survey conducted on an urban hotel in Hobart (Tasman Inn). A manual survey was undertaken on Friday evening between 5:00 and 9:00pm, to captured how customers arrived at the hotel.

The hotel operates with no off-street parking, with customers relying on the supply of on-street parking on the surrounding street network. Over the four hours of the survey, 167 customers arrived at the venue, and it was estimated that 25 percent used a vehicle and parked within the surrounding streets. While the vast majority of customers arrived by alternative transport modes, including walking and ride sharing.

Table 7.6. - Summary of the transport mode for the Tasmanian Inn Hotel.

Time	Mode of transport for customers arriving	
	Parked on-street	Alternative transport mode ¹²⁷
5:00 to 5:30pm	9	32
5:30 to 6:00pm	5	27
6:00 to 6:30pm	5	14
6:30 to 7:00pm	4	17
7:00 to 7:30pm	0	20
7:30 to 8:00pm	7	4
8:00 to 8:30pm	7	9
8:30 to 9:00pm	4	3
Total	41	126

The data demonstrates for an urban hotel with no on-site parking, the majority of customers used an alternative transport mode. This data was used when calculating the number of trips for the taproom, table 4.2.

7.7. Summary of parking assessment

The parking assessment found that there is a high availability of on-street parking spaces within 400 metres of the brewery. The majority (89 percent) of these spaces are located outside commercial or light industrial properties, or on vacant land next to the railway corridor. As these properties do not operate during the brewery's business hours, the use of on-street parking by brewery customers is not expected to have an adverse impact.

The patrolled parking demand surveys indicated that there is a low demand for parking, with between 86 and 120 spaces remaining unoccupied during the survey periods. This suggests that there is adequate on-street parking to accommodate the vehicles generated by the beer garden operation.

8. Parking demand

Based on the trip generation in section 4, when the beer garden is operating at 85th percentile capacity, the peak customer parking demand is predicted to be 30 spaces. In addition, staff may also generate a parking demand of six spaces. Overall, the brewery has the potential to generate a peak parking demand of 36 spaces.

With the onsite parking spaces not available, customers and staff will rely on the surrounding road network to share the supply of on-street parking with other uses in the area.

As mentioned earlier, the properties along the southern side of Albert Road are either commercial or light industrial, with majority of these businesses not open when the beer garden will be operating. Also, with the railway corridor within 200 metres of the brewery, there is a significant supply of on-street parking spaces adjacent to vacant land associated with the railway.

This assessment through the patrolled parking surveys found the residential properties has suitable off-street parking facilities and they generate a low demand for on-street parking.

As determined in section 7, there is significant supply of on-street parking within 400 metres of the brewery, there is a supply of 126 spaces that has road frontage to commercial/light industrial properties, or frontage to the railway corridor. This means vehicles parking along these frontages will not cause any adverse impact to residential properties. In addition, there is 16 parking spaces along the northern side of Albert Road where the majority of the properties are residential.

Patrolled parking surveys were conducted on the surrounding roads identified in diagram 7.0, for a variety of times on Friday, Saturday and Sunday to capture the parking demand. These parking surveys revealed the parking demand is low, of the 142 available spaces surveyed, at least 86 spaces were available, with an average of 101 spaces. It was noted that at the time of the surveys the St Albi Bar and Eatery was operating.

These parking surveys demonstrates there is sufficient supply of on-street parking within 400 metres to support the parking demand generated by the brewery, without adversely impacting the residential properties or other businesses in the area. Section 9 demonstrates there is sufficient road width on these streets to support on-street parking without adversely impacting the traffic flow.

Manual surveys were conducted during the times when the beer garden is expected to be operating and found that the majority of light industrial businesses were closed for operations from 5pm on a Friday afternoon. During the weekend it was observed that the majority of businesses did not operate or only operated during the morning until 12pm, with the Albert Road Store and District B coffee shop operating until 3pm.

This further demonstrates that the beer garden will mostly operate when the majority of businesses are closed.

9. Surrounding road network

This section characterises the streets within the parking assessment, demonstrating on-street parking will not adversely impact the traffic performance of the streets. All streets within this parking assessment have an urban road standard, sealed road surface, concrete kerb and channel, concrete footpath, street lighting and operates under the urban 50 km/h speed limit.

9.1. Albert Road characteristics

Albert Road runs in an east to west orientation past the development site, extending between Main Road and Risdon Road. Within the surrounding road network, the road functions as an urban collector road, suitable to carry significant traffic flows.

Adjacent to the brewery the horizontal road alignment is straight, with no significant vertical grade. West of the brewery a painted central median treatment commences, which restricts kerbside parking along the southern side where this painted median operates. East of this painted median there is a separation centreline, the road width is 10.2 metres wide, which is sufficient to accommodate parking along both sides and maintain two-way traffic flow.

There are two-hour parking restrictions operating 8am to 6pm Monday to Friday along both side of the road. These parking restrictions provide a regular turnover of vehicles, to prevent employees of the local businesses from parking all day. During the weekends as the local business are not operating, there is no time limits on the parking spaces.

There are bus stops located in close proximity to the brewery.

Along the southern side, between Central Avenue and Station Street, the land use is either commercial or light industrial, while along the northern side the properties are mainly residential, except for commercial businesses operating on the Gormanston Street corners.

Photograph 9.1 – Albert Road standard adjacent to the brewery

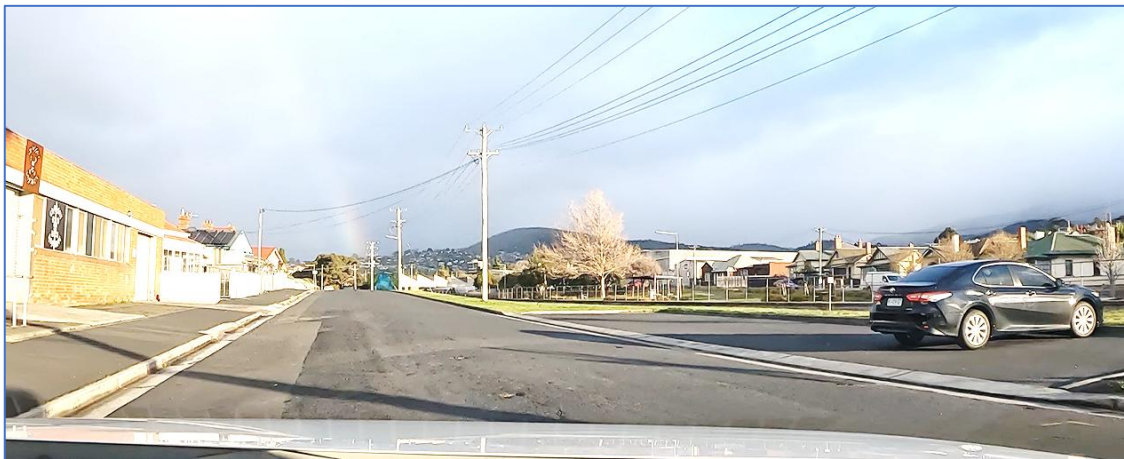


9.2. Gatehouse Street (Albert Rd to Peronne St)

Gatehouse Street is a local residential street, terminates in a cul-de-sac and therefore is lightly trafficked. On the eastern side there is local gym, while the remaining properties are residential, and along the western side there is vacant land associated with the railway corridor. Directly opposite the local gym there is eight ninety parking spaces, and parallel parking is available for the remained of the street.

The street is 9.2 metres wide, sufficient width to accommodate on-street parking without adversely impacting two-way traffic flow.

Photograph 9.2 – Gatehouse Street standard



9.3. Gormanston Road (Albert Road to Dorset Street)

Gormanston Road is a local access road, runs in a south to north orientation and connects Albert Road with Derwent Park Road, and is moderately trafficked as recreational centre and parklands is located on south east corner of the Hopkins Street roundabout.

Along the western side there are three marked parking spaces operating with parking restrictions, 15 minutes parking 8 to 6 Monday to Friday to provide parking supply to the take-away business on the western corner. On the opposite side is a commercial building, and there are six unlimited parking spaces.

The road width is 10.2 metres wide, sufficient width to accommodate on-street parking along both sides, while maintaining two-way traffic flow.

Photograph 9.3 – Gormanston Road standard (Albert Road to Dorset Street)



9.4. Station Street (Albert St to Hopkins St)

Station Street is a local residential street with the railway corridor along the eastern side, with a mixture of commercial and residential properties along the western side. Further west there is the main commercial precinct of Moonah, with a large public parking facility.

Along the southern side of Albert Street, west of Station Street is the St Albi Bar and Eatery which operates with no onsite parking, with customers relying on the parking supply on the surrounding streets, particularly Station Street.

North of Albert Road there are 29 ninety degrees angle parking spaces, including one accessible parking space, and between the end of these spaces and the kerb on the opposite side, there is 9.3 metres of road pavement, sufficient to accommodate parallel parking and maintain two-way traffic flow.

Photograph 9.4A – Ninety degree parking spaces in Station Street



North of these angle parking spaces, parallel parking spaces are marked along the eastern side of the street, the road width is 10.5 metres wide, sufficient to accommodate parallel parking along both sides and maintain two-way traffic flow.

Within the surrounding street network, Station Street has no other function other than provide access to the properties, and therefore the street is lightly trafficked.

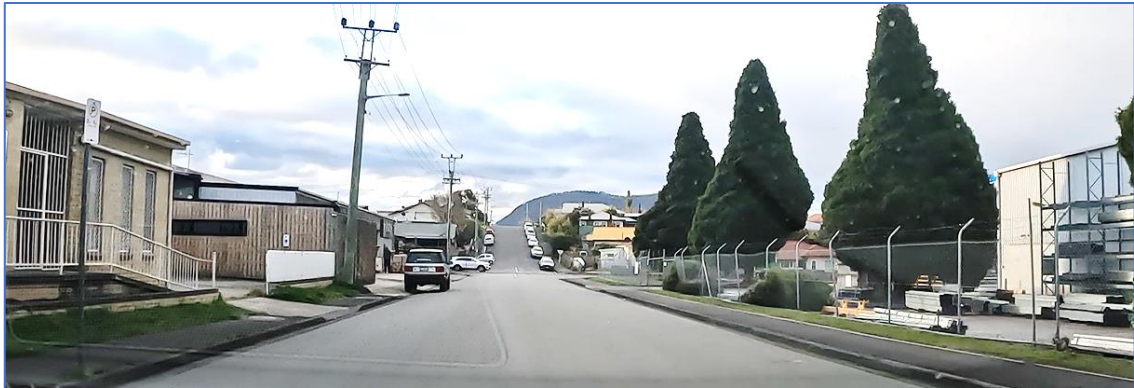
Photograph 9.4B – Station Street north of the angled parking spaces



9.5. Central Avenue (Albert Rd to Peronne St)

Central Avenue is a local access road, the section between Albert Road and Peronne Street has light industrial properties on both sides. The pavement width is 9.1 metres, along western side there is large vehicle crossover, and no parking restrictions which mean parking occurs on the eastern side, and this maintains two-way traffic flow. With the street ending just past Peronne Street, this section is lightly trafficked.

Photograph 9.5 – Central Avenue standard



9.6. Gatehouse Street (Albert Rd to Hopkins Street)

Along the western side there is vacant land associated with the railway, while on the opposite side there are residential properties. The road pavement is 7.2 metre wide, this means if parking occurs on both sides, traffic flow is restricted to a single lane, which is not problematic, as street is lightly trafficked as it serves no other purpose other than provide access to the residential properties. The parking surveys found the residential properties generated a low on-street parking demand.

Photograph 9.6 – Gatehouse Road standard



9.7. Pedestrian connectivity

Pedestrians are provided with a high level of connectivity, with dedicated footpaths provided along the surrounding road network. Pedestrian crossing points are provided at each of the side road junctions, while dedicated pedestrian refuge crossings are located along Albert Road. Each pedestrian crossing point has suitable available sight distance, allowing pedestrians to safely cross the road.

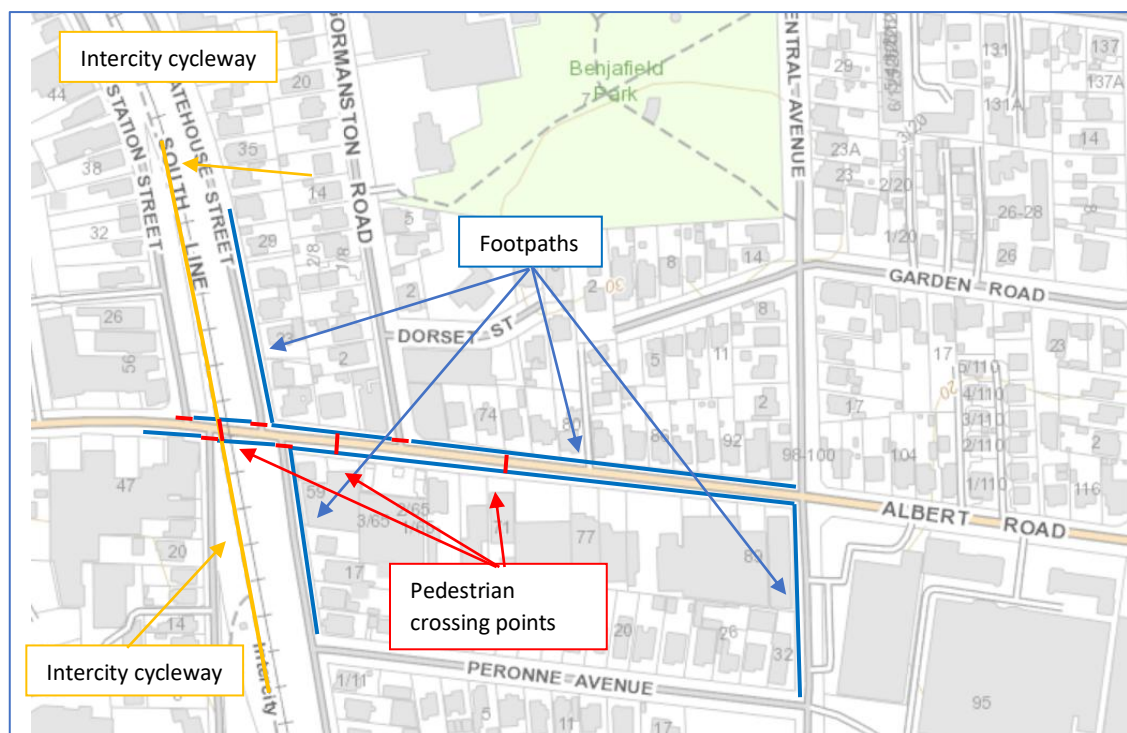
The intercity cycleway provides connectivity for both pedestrians and cyclists to the north and south of Albert Road, while also providing an alternative connection to the parking spaces located along Station Street.

The diagram below details the footpaths (blue) connecting pedestrians from the development site to the surrounding parking areas. A number of pedestrian crossings (red) are provided, allowing pedestrians to cross over side roads, while three dedicated pedestrian refuge points are located on Albert Road.

Overall, the assessment found the established pedestrian footpaths and crossing locations, provide pedestrians with a safe and accessible connectivity between the on-street parking spaces and the brewery.

Photographs of pedestrian crossing points and sight distances can be found in Appendix A.

Diagram 9.7 – Extract from LIST Database



9.8. Traffic safety near development site

The Department of State Growth maintains a database of reported road crashes. A check of this database for the last completed five years found a total of 15 accidents occurring along Albert Road between Station Street and Central Avenue.

Of the 15 crashes occurring along Albert Road, the majority of these resulted in property damage only, where:

- a vehicle hit another vehicle travelling through the intersection,
- a vehicle hit another vehicle turning left through an intersection,
- three vehicles hit a parked vehicle on the opposite side of the road,
- two vehicles hit another vehicle turning right,
- a parked vehicle hitting an object on the path,
- a vehicle emerging from a driveway hit an oncoming vehicle,
- a pedestrian was struck while boarding a vehicle, and
- four vehicle crashes are unknown.

The type and number of crashes are considered acceptable for this type of road, with the low operating speeds minimising the crash severity. This number of crashes does not indicate that motorists are having any difficulty negotiating the road layout and pedestrian safety is not compromised.

10. Planning scheme

10.1. C2.5.1 Car parking numbers

As the beer garden will close down the on-site car parking spaces, the development will be unable to provide any parking spaces to meet the acceptable solution and must be assessed against the performance criteria P1. This assessment demonstrates there is sufficient supply of parking within 400 metres, to support the peak parking demand, without adversely impacting other users.

Performance criteria	Assessment
The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:	
a) The availability of off-street public car parking spaces within reasonable walking distance to the site;	None.
b) The ability of multiple users to share spaces because of: (i) Variations in car parking demand over time; or (ii) Efficiencies gained by consolidation of car parking spaces;	Majority of the surrounding commercial and light industrial properties that generate an on-street parking demand during the weekdays, will not be open when the beer garden is operating, and this allows for the customers to share the on-street parking supply.
c) The availability and frequency of public transport within reasonable walking distance of the site;	Operating along Main Road there is a high frequency bus service that is within 400 metres of the brewery, and provide customers with alternative mode of transport.
d) The availability and frequency of other transport alternatives;	The site is located within close proximity to a residential area, making walking a viable option for these residents. The intercity cycleway is located 175 metres west of the development site, which makes cycling a viable option. Ride sharing transport, Uber or Taxi, are popular options for customers to access the site, which do not require customers to drive a private vehicle or generate the need for a parking space.
e) Any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;	The site has an existing building, the beer garden can only operate in the front forecourt, where the onsite parking spaces are located.
f) The availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;	There is a significant number of on-street parking spaces (142) available on the surrounding roads within reasonable walking distance, with majority of these spaces located along the frontage of commercial, light industrial properties, or long vacant land associated with the railway corridor. Parking along these street

	frontages will not adversely impact residential properties or other users. These streets have sufficient width to accommodate on-street parking, while maintain efficient traffic flow, and operate under the urban 50 km/h speed limit.
g) The effect on streetscape; and	None.
h) Any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.	When the beer garden is in operation, it is projected to produce a peak parking demand of 36 vehicles. Recent parking surveys, covering 142 spaces, identified that during the expected operating hours of the beer garden, a minimum of 86 spaces and an average of 101 spaces were unoccupied. This assessment clearly indicates that there is sufficient on-street parking available within a reasonable distance to accommodate the peak parking demand without negatively affecting traffic performance or surrounding properties.

10.2. C2.6.2 Design and layout of parking areas

The internal layout and parking areas have been designed to comply with the Standard, ensuring vehicles can enter, circulate, and leave in a forward-driving direction. There is sufficient manoeuvring width adjacent to all parking spaces, to enable vehicles to enter and leave efficiently. All parking spaces are located on gradients of less than five percent and delineated with pavement markings. The internal width has been designed to comply with table C2.2 of the planning scheme, operating with a one-way internal flow. Overall, the design complies with the acceptable solution A1.1 (b).

The site will retain the existing accessible parking space located on the eastern boundary of the property. This space is located close to the front entrance of the building, supported with a shared zone and will be accessible when the car park is closed, during Beer Garden operation times. Overall, this complies with the acceptable solution A1.2.

10.3. C2.6.5 Pedestrian access

As the development site has more than 10 on-site car parking spaces, when the car park is open, it is required to provide a suitable pedestrian pathway. With the development not providing a pedestrian pathway, it is required to be assessed against the performance criteria P1. The original car park layout was approved under the interim planning scheme, where parking aisles operated as shared zone for pedestrians, and retaining this arrangement is considered appropriate.

Performance criteria	Assessment
Safe and convenient pedestrian access must be provided within parking areas, having regard to:	
a) the characteristics of the site;	The site is situated on the southern side of Albert Road, within an existing light industrial area, with a general residential area located on the northern side of the road. The car park is compact, vehicular speeds are low, operates with one-way flow with separate accessed to Albert Road.
b) the nature of the use;	The Albert Brewery is the current tenant of the site, operating as a microbrewery, with production occurring during a weekday, while the Taproom operates Thursdays to Sundays and it is proposed that a Beer Garden will operate Fridays to Sundays.
c) the number of parking spaces;	The site provides 11 on-site car parking spaces when the Beer Garden is not operating, which reduces to one parking space and a dedicated drop off and pick up zone when the Beer Garden is operating.
d) the frequency of vehicle movements	When the Taproom is operating, it is estimated that the site generates a maximum of 28 vehicles in the busiest peak hour, which equates to one vehicle every two minutes. While when the Beer Garden is operating, this assessment predicts 65 vehicles could be generated in the busiest peak hour, which equates to one vehicle every 55 seconds.
e) the needs of persons with a disability;	An accessible parking space is located close to the front entrance of the building, providing persons with a disability direct access to the building.
f) the location and number of footpath crossings;	The initial design of the car park did not include designated pedestrian pathways. Due to site constraints, the introduction of such pathways would result in a reduction of available parking spaces.
g) vehicle and pedestrian traffic safety;	The car park is compact, with a short, one-way parking aisle designed to keep vehicle speeds low and minimize conflicts between pedestrians and vehicles. Keeping the area as a shared zone will maintain pedestrian safety, given the short distance between the car parks and building entrance.
h) the location of any access ways or parking aisles; and	The site operates with a one-way internal flow, with the internal driveway circulating from the entry to the exit access.

i) any protective devices proposed for pedestrian safety.	None.
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10.4. C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

The development will increase traffic movements to and from the development site by more than 20 percent and 40 movements per day, and as such, will need to be assessed against the performance criteria P1, ensuring the surrounding road network continues to operate safely and efficiently.

Performance criteria	Assessment
Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:	
a) Any increase in traffic caused by the use;	The beer garden operation is estimated to generate up to an additional 72 daily trips, with 37 of these trips likely to occur during the busiest hour period.
b) The nature of the traffic generated by the use;	Customers and ride sharing facilities are expected to generate light vehicles less than 5.5 metres in length. Product distribution and deliveries are expected to generate small vans, which will occur during the week and not when the beer garden is in operation. These vehicle types are compatible with the existing traffic on the surrounding road network.
c) The nature of the road	Albert Road, Gatehouse Street, Gormanston Road, Station Street and Central Avenue have all been constructed to an urban standard, suitable to accommodate two-way traffic movements while supporting on-street parking. Pedestrian footpaths are located along each road, providing pedestrians with a suitable level of connectivity, with dedicated crossing points at each side road and pedestrian refuge crossings along Albert Road. There is sufficient sight distance available at each of the side road junctions with Albert Road, enabling vehicles to enter and leave each street safely and efficiently, without adversely impacting other road users.
d) The speed limit and traffic flow of the road	All streets are located within 50 km/h speed environments. Albert Road is the most trafficked of the surrounding streets, as it functions as a main collector street within the network. Gormanston Road is moderately trafficked, due to providing suitable connection to Derwent Park Road, while all other streets are only lightly trafficked. Each street has sufficient spare traffic capacity to absorb the increase in traffic, without causing adverse traffic impact, or reduction in traffic flow, or residential amenity.
e) Any alternative access to a road	All streets are through roads, providing suitable connection onto other roads.
f) The need for the use	The pop-up beer garden will allow for an increase in the number of customers that can be accommodated within the brewery and increasing the number of local employment opportunities.
g) Any traffic impact assessment	A traffic impact assessment has found no reason for this development not to proceed.

h) Any advice received from the rail or road authority	A letter from council requesting an independent Traffic Impact Assessment.
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11. Conclusion

Creating a pop up beer garden while maintaining existing services at the site is not expected to create any adverse safety, operational, or transport efficiency issues.

The closure of the on-site parking spaces to operate the pop up beer garden, will make customers rely on alternative transport methods or the supply of on-street parking. This assessment has demonstrated that there is a sufficient supply of on-street parking, within reasonable walking distance of the site, without adversely impacting other motorists, businesses or residential properties.

This assessment found the established footpath infrastructure provides safe, direct and convenient pedestrian connectivity between the brewery and the supply of on-street parking spaces. Also, there are established crossing facilities along Albert Road, to enable pedestrians to cross the road in a safe manner.

The layout of the beer garden will incorporate a drop-off and pick-up zone within the site, using the current crossovers, and also include a dedicated accessible parking space.

This assessment found no reason why this development should not proceed.

12. Appendix A – Pedestrian refuge crossing points

Photograph 12.0 – Intercity cycleway pedestrian refuge crossing



Photograph 12.1 – Available sight distance to the left



Photograph 12.2 - Available sight distance to the right



Photograph 12.3 – Pedestrian refuge across Albert Road, near Gatehouse Street



Photograph 12.4 – Available sight distance from the refuge



Photograph 12.5 – Available sight distance from the refuge



Photograph 12.6 – Pedestrian refuge across Albert Road, near the brewery



Photograph 12.7 – Available sight distance from the refuge

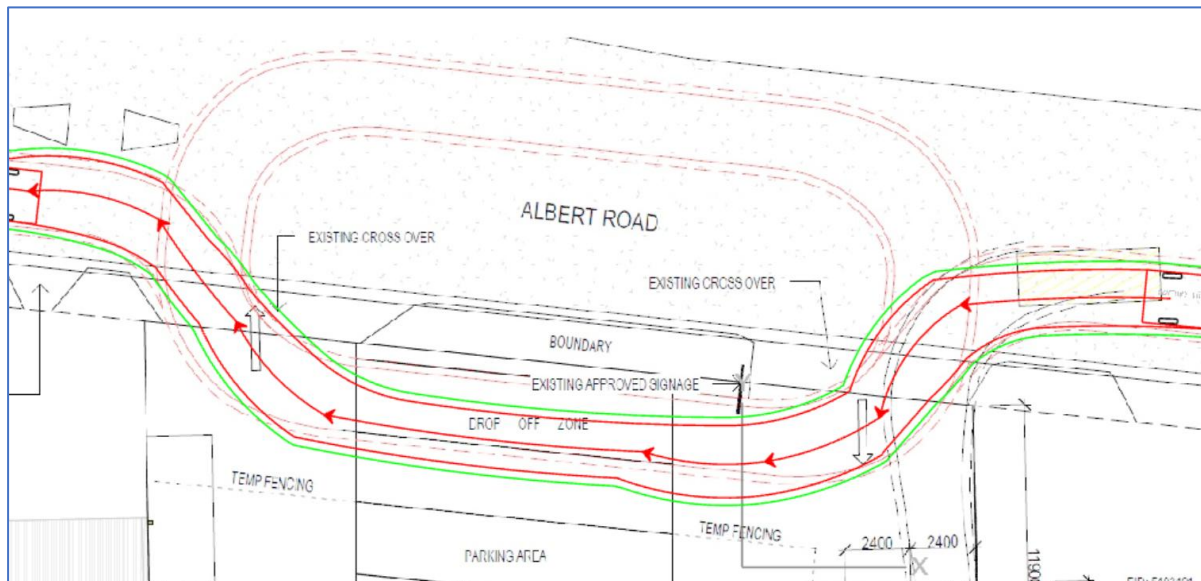


Photograph 12.8 – Available sight distance from the refuge

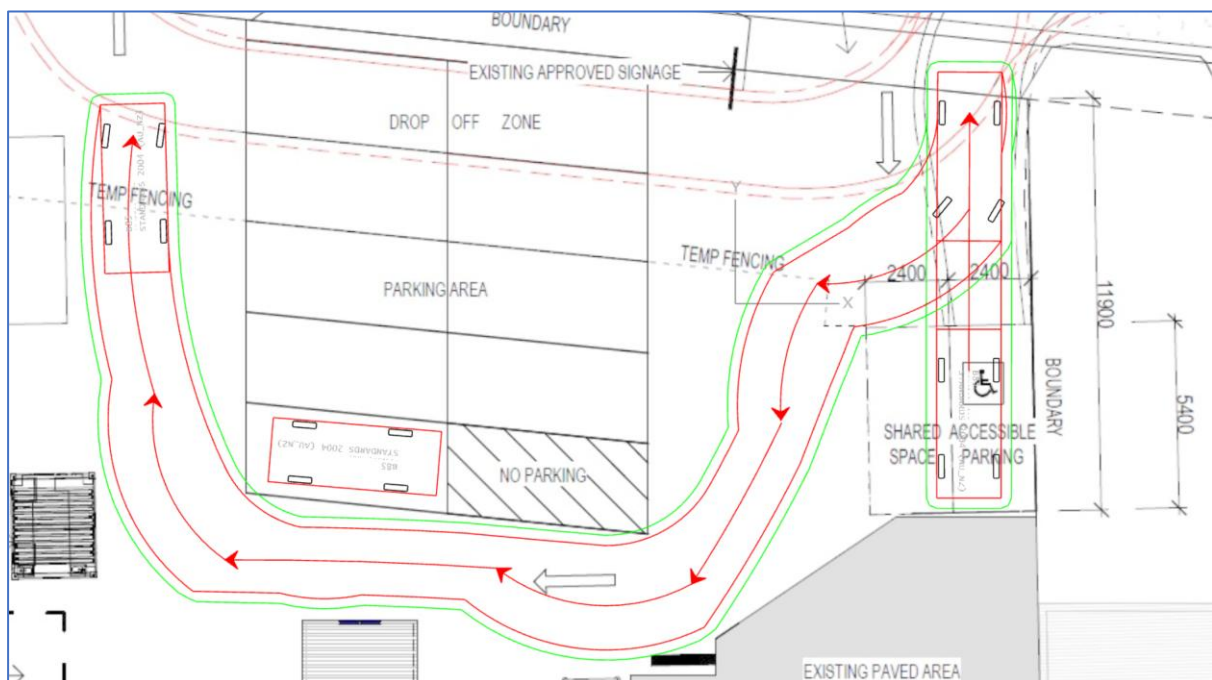


13. Appendix B – Vehicle swept paths

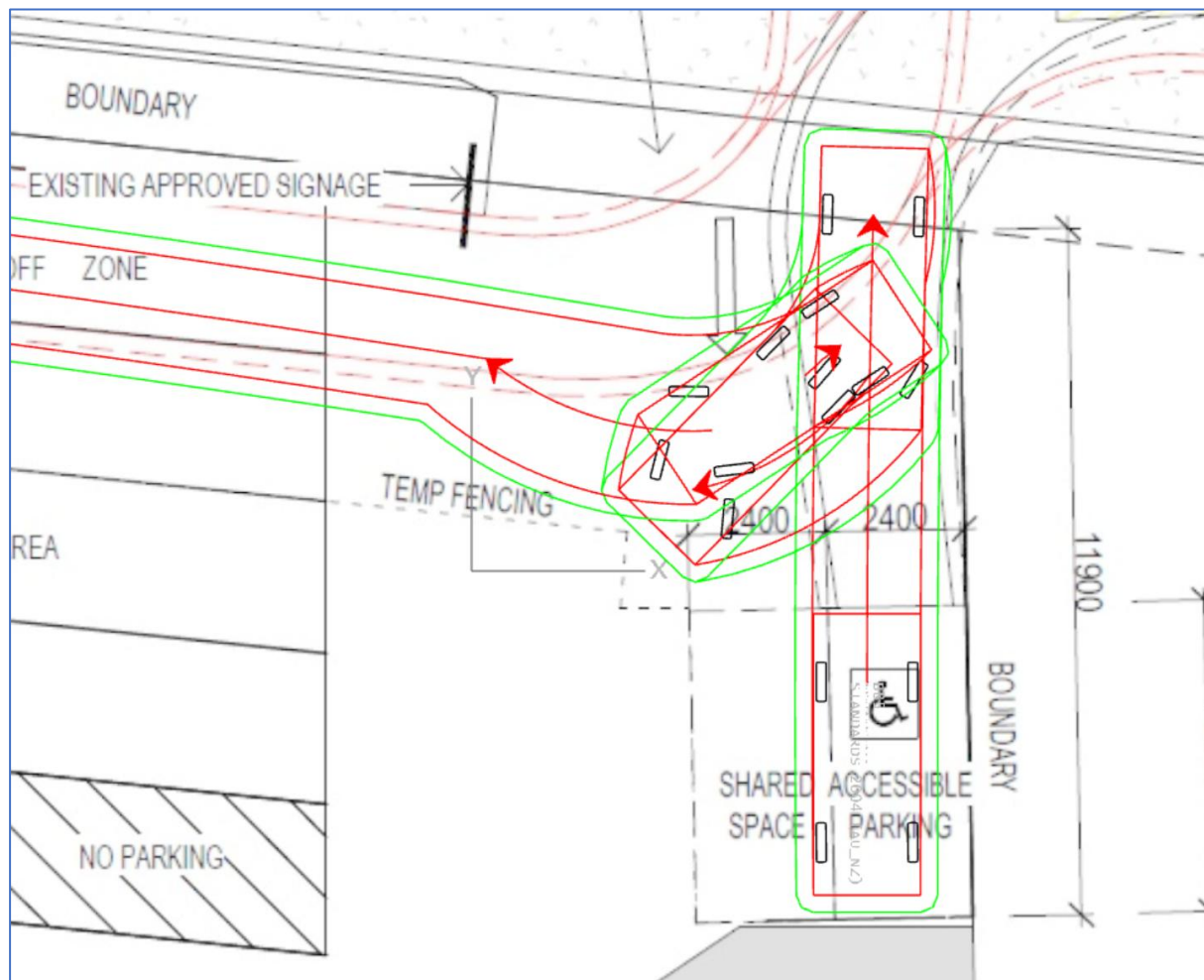
Swept path of a B99 vehicle using the drop off and pick up zone



Swept path of B85 vehicle leaving the accessible parking space when carpark open



Swept path of a B85 vehicle leaving the accessible parking space when beer garden is operating



18 July 2025

Chantelle Griffin
Planning Officer
Glenorchy City Council
PO Box 103
GLENORCHY 7010

Dear Chantelle,

Application for a Planning Permit PLN-24-121 – Extension to Brewery for Beer Garden (Resource Processing) and Food Services – 73-75 Albert Road, Glenorchy

All Urban Planning Pty Ltd has been engaged by Mark French from the Albert Brewery to prepare the following planning assessment for alterations/ additions to the approved Resource Processing (brewery) use of the site to provide for the front car park area to be used for a pop-up beer garden.

This assessment has been updated to incorporate a response to Council's request for information 19 September 2024 and 13 May 2025 and in particular:

- Clarify the proposed uses and subservience to the Resource Processing use
- Remove the mobile food vender component of the proposal
- Correct discrepancies in previous documentation with updated plans, Traffic Impact Assessment and Tap Room and Beer Garden Management Plan

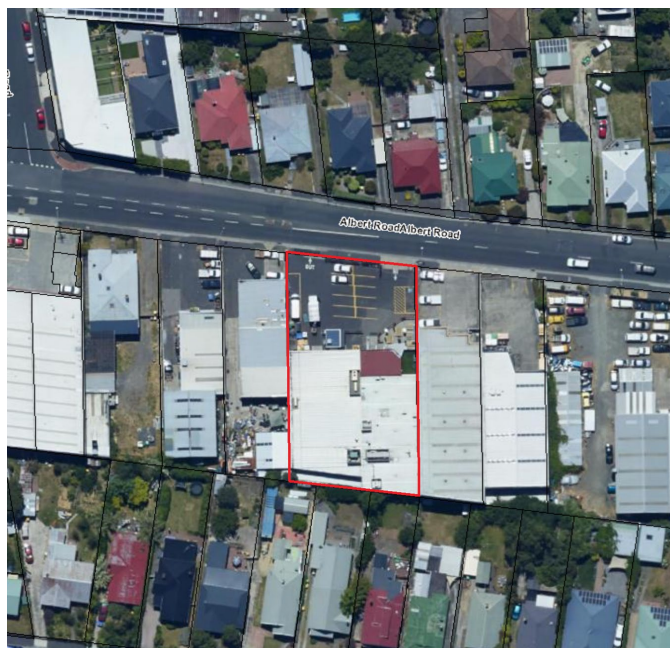


Figure 1– Site Plan (source annotated from theList)

Application Requirements (6.1.2 & 6.1.3)

The application satisfies the requirements of Section 6.1.2 and 6.1.3 of the planning scheme as follows

- A signed application form has been provided.
- The application is made by the owner
- Details of the location of the proposed use and development at 73-75 Albert Road, Moonah, are clearly described and supported by site and locality plans.
- A current certificate of title including the title plan has been lodged with the application.
- A full description of the proposed use and development — comprising the microbrewery operations, taproom, and proposed pop-up beer garden — has been provided in the accompanying planning assessment (updated below) and supporting documents.
- Existing and proposed site plans and elevations

The Existing Use

The existing microbrewery use was approved under PLN-17-071, 8 May 2017. A subsequent permit PLN-20-098.01 was approved and included a food van and a smaller, permanent beer garden area in the forecourt.

The approved hours of operation under condition 2 of that permit are:

- 7.00am-10.00pm Monday-Friday;
- 9.00am-10.00pm Saturday;
- 9.00am-6.00pm Sunday; and
- 9.00am-10.00pm on Public Holidays.

Under condition 4 of that permit commercial vehicle movements (including loading and unloading and garbage removal), to or from the site, must be within the hours of:

- 7.00 am to 7.00 pm Mondays to Saturdays inclusive; and
- 9 am to 5.00 pm Sundays and public holidays

Beer brewed on site is available for consumption through the Taproom 7 days in accordance with condition 2 of PLN-20-098.01 (above). During these periods the Taproom operates with three to four staff members and is licensed for 100 customers, offering food services from the outside kitchen. The approved beer garden has capacity for 42 people until 10pm Monday to Saturday.

Further detail of the operation of the existing use is included in the accompanying traffic impact assessment.

The Proposal

Use

Alterations are proposed to the previously approved use under planning permits PLN-17-071 and PLN-20-098.01 to enable the operation of a pop-up beer garden within the existing car park area (forecourt) at the front of the site at 73–75 Albert Road, Moonah. The proposal includes formalisation of the mobile kitchen building that was approved in a food van form under PLN-20-

098.01 as well as a new mobile container bar, which will operate in conjunction with the existing Taproom. The proposed Beer Garden is designed to showcase and promote the beers produced on site by The Albert Brewery.

The Taproom is approved to operate 7 days per week, with current operations typically occurring Thursday to Sunday. The Beer Garden is proposed as an ancillary extension of the Taproom and brewery, allowing food and beverage service in both indoor and outdoor areas, with customers able to move freely between the two spaces.

Food will be provided by The Albert Brewery kitchen.

Beverage service will occur both inside the Taproom and via a mobile 10ft container bar located in the forecourt during Beer Garden operation. The container bar will serve beer, wine, cider, and spirits, and is a temporary structure capable of being powered and relocated as needed due to weather or operational requirements.

The Beer Garden will increase the customer capacity on site to a combined maximum of 150 patrons.

It will operate:

- Friday: 12:00pm – 9:00pm
- Saturday: 12:00pm – 9:00pm
- Sunday: 12:00pm – 6:00pm

Patrons remaining on site after 9:00pm Friday or Saturday will be directed into the Taproom, or existing beer garden space (subject to the approved 42 person capacity) which operates under existing approvals until 10:00pm. On Sunday, the Taproom and Beer Garden will close at 6:00pm.

During Beer Garden operation, the car park will be closed, during which time the Resource Processing (brewery) use will continue, with no loading/unloading or vehicle movements occurring in the forecourt. The area will be temporarily configured with:

- seating,
- landscaping elements,
- fire pits and festoon lighting,
- a mobile container bar

A dedicated drop-off and pick-up zone will be provided in the front portion of the forecourt, separated from the Beer Garden by temporary fencing to ensure safety. An accessible parking space on the eastern boundary will remain available at all times. Vehicles will use existing approved crossovers for site access.

An updated Taproom and Beer Garden Management Plan is submitted with this application, detailing setup and pack-down procedures, staffing, amenity provision, waste management, lighting, safety protocols, and emergency response measures.

Development

The proposal includes the following physical development and associated infrastructure:

- Placement of a 10ft container to operate as a mobile outdoor bar during Beer Garden trading hours. This container is a temporary, movable structure connectable to power and will be stored adjacent to the western wall of the forecourt during the week when the Beer Garden is not in use;
- Formalisation of an existing 4.0m x 3.3m transportable kitchen building located within the forecourt, used in support of food service for both Taproom and Beer Garden operations;

The proposed development is consistent with the temporary and flexible nature of the Beer Garden concept and will not result in any permanent built form intensification or impact on neighbouring properties. No external alterations are proposed to the existing brewery building.

No new signage that is intended to be read from off the site is included in the revised proposal.

The Site

The proposal relates to 73-75 Albert Road of approximately 1600m² contained within CT 156284/1 on the southern side of Albert Road.

Residential properties within the Inner Residential Zone are opposite the site on the northern side of Albert Road. Inner Residential zoned properties also adjoin the site to the south.

The Planning Scheme

The site is zoned Light Industrial under the Glenorchy Local Provisions Schedule of the Tasmanian Planning Scheme (planning scheme). There is a small area of flood prone hazard area that covers the northeastern corner of the carparking forecourt.

The Use

The proposal includes the following activities:

- Alterations to the existing brewery use for a pop-up, extended beer garden to be used in conjunction with the sale of beer brewed on site from the Taproom.
- The sale of food from the kitchen building to patrons of the brewery

A brewery falls within the Resource Processing Use class and means:

*use of land for treating, processing or packing plant or animal resources. Examples include an abattoir, animal saleyard, cheese factory, fish processing, milk processing, winery, **brewery**, cidery, distillery, and sawmilling.*

The planning scheme does not include a definition of a 'brewery'. It does however provide the following definitions under Table 3.1 for two of the other listed uses in the Resource Processing Use Class, a *cidery* and a *winery*:

*Cidery – means use of land for the **manufacture of cider products and if land is so used, includes the display and sale of cider products, and the preparation and sale of food and drink for consumption on the premises.***

*Winery - means use of land for the **manufacture of vineyard products and if land is so used, includes the display and sale of vineyard products, and the preparation and sale of food and drink for consumption on the premises.***

Similar to the above definitions of *cidery* and *winery*, breweries in Tasmania such as The Albert, Shambles, Hobart Brewing Company, T Bone, Overland Brewers, Hobart Brewing Company all include sale and consumption of beer and food on premises.

Having regard to these specific definitions and the ordinary meaning of a modern brewery in Tasmania, the proposed beer garden to sell and showcase beer brewed on the premises is considered directly associated and subservient to the brewery use.

The resource processing activity of the brewery to brew beer will continue other than activities that require the forecourt such as car parking, loading and unloading will be suspended while the beer garden is in operation.

To the extent that the kitchen may be considered a separate use (Clause 6.2.5) it would fall within the definition of Food Services which means:

use of land for selling food or drink, which may be prepared on the premises, for consumption on or off the premises. Examples include a cafe, restaurant and take away food premises.

Resource Processing and Food Services are both Discretionary uses in the Light Industrial Zone.

Under Clause 6.10.2 a discretionary Use is to be assessed having regard to:

- (a) *the purpose of the applicable zone;*
- (b) *any relevant local area objective for the applicable zone;*
- (c) *the purpose of any applicable code;*
- (d) *the purpose of any applicable specific area plan;*
- (e) *any relevant local area objective for any applicable specific area plan; and*
- (f) *the requirements of any site-specific qualification,*

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.

In this case there are no relevant local area objectives or a specific area plan. The use is therefore to be assessed having regard to the zone purpose, the purpose of applicable zones and the applicable use standards below.

Light Industrial Zone

The Zone Purpose Statements under Clause 18.1 are as follows:

18.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off site impacts are minimal or can be managed to minimise conflict with, or unreasonable loss of amenity to, any other uses.

18.1.2 To provide for use or development that supports and does not adversely impact on industrial activity.

The proposed alteration to the existing Resource processing use and Food Services use are considered consistent with this purpose in that:

- they will support sales and consumption of the product brewed on site;
- the proposed pop up beer garden on weekends and outside of normal industrial business hours Monday to Friday will not have any impact on industrial activity in the area; and
- as discussed below, the proposal complies with the relevant use standards and is therefore assessed to avoid unreasonable offsite impacts that may result in an unacceptable loss of amenity to other uses including residential nearby.

Use Standards

All Uses (18.3.1)

Objective:

That uses do not cause an unreasonable loss of amenity to residential zones.

Acceptable Solution	Performance Criteria
<p>A1</p> <p><i>Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of:</i></p> <p><i>(a) 7.00am to 9.00pm Monday to Saturday; and</i></p> <p><i>(b) 8.00am to 9.00pm Sunday and public holidays.</i></p>	<p>P1</p> <p><i>Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</i></p> <p><i>(a) the timing, duration or extent of vehicle movements; and</i></p> <p><i>(b) noise, lighting or other emissions.</i></p>
<p>Assessment:</p> <p>The site is located within 50m of a residential zone and the proposed beer garden hours of operation will comply with the permitted hours of operation of 7am to 9pm Monday to Saturday and 8am to 9pm Sunday and public holidays. The proposal therefore complies with A1.</p> <p>It is noted that the existing hours of operation of the <u>inside</u> taproom and the existing beer garden (subject to the 42 person capacity) extend until 10pm Monday to Saturday and Public Holidays under condition 2 of PLN-20-098.01 and will continue.</p>	
A2	P2

<p><i>External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must:</i></p> <p><i>(a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and</i></p> <p><i>(b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.</i></p>	<p><i>External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</i></p> <p><i>(a) the level of illumination and duration of lighting; and</i></p> <p><i>(b) the distance to habitable rooms of an adjacent dwelling.</i></p>
<p>Assessment:</p> <p>The proposal will not involve exterior lighting after 11pm other than for security lighting that is baffled so that direct light does not extend into the adjoining property. The proposal complies with A2.</p>	
<p>A3</p> <p><i>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of:</i></p> <p><i>(a) 7.00am to 9.00pm Monday to Saturday; and</i></p> <p><i>(b) 8.00am to 9.00pm Sunday and public holidays.</i></p>	<p>P3</p> <p><i>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</i></p> <p><i>(a) the time and duration of commercial vehicle movements;</i></p> <p><i>(b) the number and frequency of commercial vehicle movements;</i></p> <p><i>(c) the size of commercial vehicles involved;</i></p> <p><i>(d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise;</i></p> <p><i>(e) any noise mitigation measures between the vehicle movement areas and the residential area; and</i></p>

	<i>(f) potential conflicts with other traffic.</i>
Assessment: Commercial vehicle movements will not exceed the hours specified under A3.	

Discretionary Uses (18.3.2)

Objective:

That uses listed as Discretionary do not compromise the use or development of the land for industrial activities with minimal or managed off site impacts.

Acceptable Solution	Performance Criteria
A1 <i>No Acceptable Solution.</i>	P1 <i>A use listed as Discretionary must not compromise the use or development of the surrounding properties for industrial activities with minimal or managed off site impacts, having regard to:</i> <i>(a) the characteristics of the site;</i> <i>(b) the size and scale of the proposed use; and</i> <i>(c) the function of the industrial area.</i>
Assessment: The proposed complementary use of the underutilised brewery forecourt space on weekends complies with the permitted hours of operation under the above use standards and will therefore satisfy the Objective for the standards to not cause and <i>unreasonable loss of amenity to residential zones</i> . The weekend use of the site will also not impact on the operation of nearby industrial uses in the zone. The proposal is considered to satisfy P1.	

Development Standards

The proposed 10ft container and the kitchen building comply with the permitted standards under Clause 18.4 including:

- Building Height (18.4.1 A1 and A2)
- Setbacks (18.4.2 A1, A2 and A3)

The proposal includes a landscaped strip along the front of the forecourt and is considered to satisfy Clause 18.4.5, P1 with an appropriate landscaped treatment within the constraints of the existing paved forecourt and parking area.

Codes

Signs

The revised proposal no longer includes new signage intended to be read from off the site.

In accordance with Clause C1.4.2 of the Signs Code, a sign that cannot be, or is not intended to be, seen from outside the site is exempt from requiring a permit.

Accordingly, the signage component of the proposal does not require further assessment.

Parking and Sustainable Transport Code and Road and Railway Assets Code

The proposed development modifies the use of the existing car parking area during limited periods of operation (Beer Garden trading hours only).

Under normal operation (Monday to Friday), the site provides 10 on-site car parking spaces, including 1 accessible (DDA) parking space.

During the operation of the pop-up Beer Garden (12:00pm Friday to 6:00pm Sunday), the general car parking area will be closed to vehicular movements to accommodate outdoor seating. However, a dedicated accessible (DDA) parking space and a formalised drop-off/pick-up zone will remain available for use throughout Beer Garden operation. These areas will be safely separated from the patron areas by temporary fencing and utilise the existing approved crossovers for entry and exit.

A Traffic Impact Assessment (TIA) prepared by Hubble Traffic demonstrates that sufficient surrounding on-street parking exists within 400 metres of the site to accommodate customer and staff demand during Beer Garden trading hours. The TIA confirms that the temporary closure of the forecourt car park will not adversely impact traffic flows, pedestrian safety, or on-street parking availability within the surrounding road network.

Accordingly, the proposal satisfies the performance criteria of Clause E6.6.1 and Clause E6.7.1 of the Parking and Access Code, ensuring that safe, efficient and accessible parking and site access arrangements are maintained for the proposed expanded use.

Attenuation Code

The existing brewery applies an attenuation area of 200m under Table C9.1. The proposal does not involve any change to the brewing processes, production volumes or emissions from the site. To the extent that the proposal involves alterations to the existing brewery use to provide for increased capacity of patrons in the forecourt up until 9pm it complies with the relevant use standards for the zone and therefore will avoid unreasonable loss of amenity to sensitive uses in the Inner Residential Zone as discussed above. To the extent that Clause C.9.5.1 of the Attenuation Code may apply, for the above reasons the proposal is considered to satisfy P1.

Flood Prone Areas Code

The proposal does not involve development within a flood-prone hazard area and this code does not apply.

Summary

The proposed alterations to the existing brewery to provide for a pop-up beer garden and food out of hours will support the existing resource processing use on site and complies with the permitted hours of operation and Use Standards.

The proposed landscaped treatment along the front of the forecourt will enhance the amenity and appearance of the streetscape where the proposed container and kitchen structures are setback from the frontage.

The proposal is accompanied by a traffic impact assessment and a venue management plan and is recommended for approval as a Section 57, discretionary application following public advertising.

I would be pleased to discuss as necessary.

Yours sincerely,

Principal

All Urban Planning Pty Ltd