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## ADVERTISED PLAN

# *Kongwak Butter and Cheese Factory*

## Transport Impact Assessment



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# 1 INTRODUCTION

onemilegrid has been requested by Kongwak Butter and Cheese Factory to undertake a Transport Impact Assessment of the proposed redevelopment of the Butter and Cheese Factories at Kongwak.

As part of this assessment the subject site has been inspected with due consideration of the development proposal, and the proposed development has been reviewed.

## 2 EXISTING CONDITIONS

### 2.1 Site Location

The subject site is located at 1486 – 1488 Korumburra-Wonthaggi Road, Kongwak, as shown in Figure 1.

**Figure 1** Site Location



Copyright Nearmap

The site is currently occupied by the disused Kongwak butter and cheese factories, in addition to some agricultural land.

Site access is provided informally along the Korumburra-Wonthaggi Road frontage at the southwestern corner of the site.

Land use in the immediate vicinity of the site includes residential dwellings on both sides of Korumburra-Wonthaggi Road to the west, with Kongwak Market, Kongwak Gallery, and Beagle Brewery on the south side of Korumburra-Wonthaggi Road opposite the site.

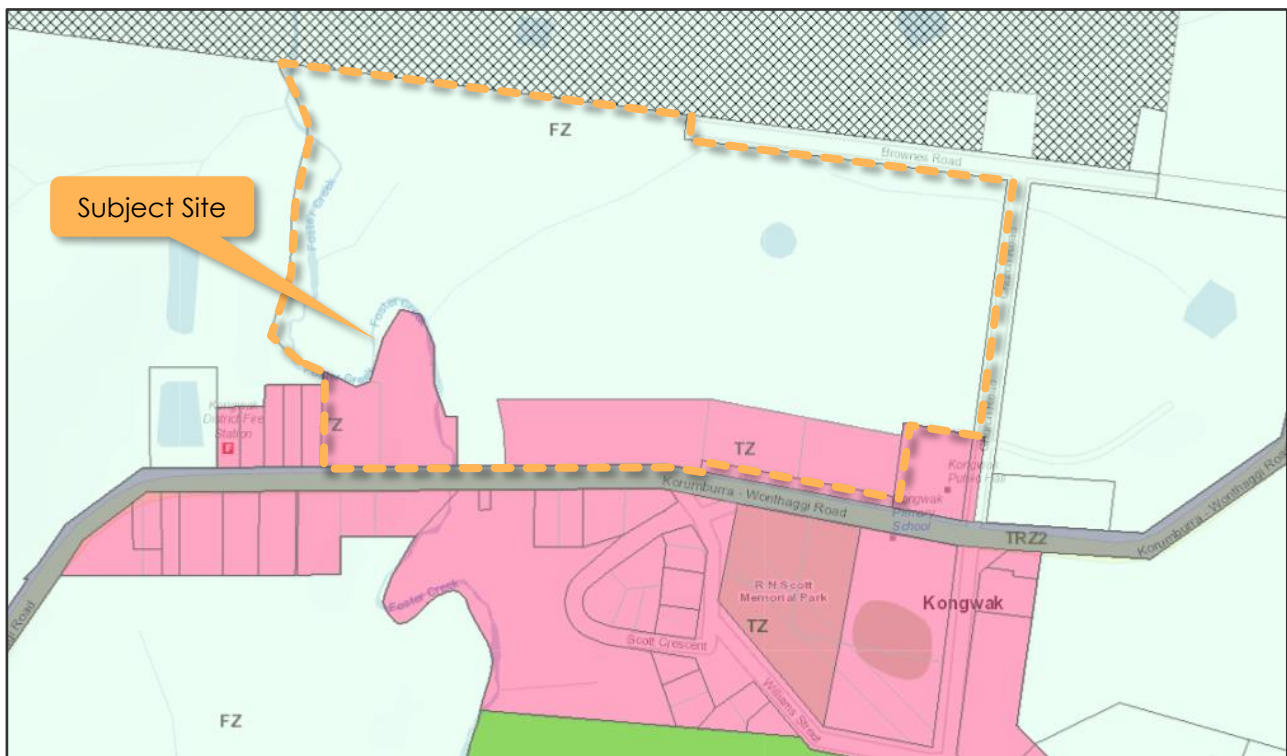
Further residential dwellings, Kongwak Primary School and RN Scott Memorial Park are located to the east of Foster Creek. Kongwak Hall is located to the southeast of the site.

## 2.2 Planning Zones and Overlays

It is shown in Figure 2 that southern part of the site is located within a Township Zone (TZ), whilst the remainder is located within a Farming Zone (FZ).

Additionally, the site abuts Korumburra-Wonthaggi Road, which is within a Transport Zone (TRZ2).

**Figure 2 Planning Scheme Zones**



## 2.3 Road Network

Korumburra-Wonthaggi Road is an arterial road generally aligned east-west along the site frontage and provides a single traffic lane in each direction adjacent to the site, with gravel/grass shoulders and verge. Informal verge parking is provided on the south side of the road, adjacent the Market and Gallery.

A 60km/h speed limit applies to Korumburra-Wonthaggi Road in the vicinity of the site, with a 40km/h school speed zone applying on school days to the east.

## 2.4 Traffic Volumes

To ascertain the existing traffic volumes on Korumburra-Wonthaggi Road, traffic volume, speed and classification surveys were undertaken by Trans Traffic Survey adjacent the site, on behalf of **onemilegrid**, for a one-week period from Thursday 18<sup>th</sup> May 2023 to Wednesday 24<sup>th</sup> May 2023 inclusive. The results of the surveys are summarised in Table 1 below.

**Table 1 Korumburra-Wonthaggi Road Traffic Volume and Speed Surveys – 7 Day Average**

Direction	Traffic Volume (vpd)	Peak Hour Volume (vph)		Average Speed (km/h)	85 <sup>th</sup> Percentile Speed (km/h)
		AM (8:00am-9:00am)	PM (3:00pm-4:00pm)		
Eastbound	445	49	49	59.9	66.2
Westbound	440	40	42	53.8	59.8
Both Directions	885	89	91	59.6	63.0

## 2.5 Kongwak Market

The weekly Kongwak Market operates opposite the subject site and is open every Sunday from 10:00am to 2:00pm. Parking for the market occurs in the surrounding area, including:

- Informal angle parking along the frontage of the market and adjacent gallery;
- Informal parking along Korumburra-Wonthaggi Road to the east and west;
- Off-street car parking at RN Scott Memorial Park;
- Off-street car parking at Kongwak Hall; and
- Off-Street car parking at Kongwak School.

## 3 DEVELOPMENT PROPOSAL

### 3.1 General

It is proposed to redevelop the existing Cheese and Butter Factory and surrounding land to provide a mixed-use development, which will comprise of a number of different components, as detailed in Table 2 below.

**Table 2 Proposed Development**

Location	Component	No/Area
Cheese Factory	Pantry/Providore	100 m <sup>2</sup>
	Gallery	20 patrons 157 m <sup>2</sup>
	Destination Restaurant	150 patrons 220 m <sup>2</sup>
	Event Space	200 patrons 200 m <sup>2</sup>
Butter Factory	Reception/Lounge	120 m <sup>2</sup>
	Conference Room	52 patrons 130 m <sup>2</sup>
	Bridal Suite (1 bed) / Conference Room	1 bed / 6 patrons
Accommodation	Group Accommodation – Type A Cabin (1 bed)	32 no.
	Group Accommodation – Type B Cabin (1 bed)	7 no.
	Group Accommodation – Type C Cabin (3 bed)	1 no.
	Caretaker's Residence	1 no.

It has been advised by the proposed operator that the proposed Cheese and Butter Factory will operate as a destination precinct, and the group accommodation component will typically be booked as part of events held at the site.

### 3.2 Parking and Vehicular Access

Access to the site is proposed via three access points along Korumburra-Wonthaggi Road, two access points along Church Road, and one access point at the end of Browns.

A total of 171 car spaces are proposed, including 52 spaces within the main car park located adjacent the Cheese Factory, 49 spaces for the group accommodation, 3 spaces for the caretaker's residence, 17 spaces for the staff at the service building, and an overflow car parking area containing 50 spaces. It is proposed that staff of the Cheese and Butter Factory uses, and event guests will be directed to use the overflow parking area, with pedestrian access provided via the proposed pedestrian and cart paths.

A further 2 car parking spaces are proposed adjacent to Butter Factory, as short-term parking for accommodation guests.

A total of 16 bicycle parking spaces are also proposed, with 10 located adjacent the Cheese Factory, and a further 6 located adjacent to the Butter Factory, for use by both staff and guests.



## 4 DESIGN ASSESSMENT

### 4.1 South Gippsland Planning Scheme – Clause 52.06

onemilegrid has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within Clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following sections.

#### 4.1.1 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 3.

**Table 3 Clause 52.06-9 Design Assessment – Design Standard 1**

Requirement	Comments
Be at least 3 metres wide.	Satisfied – Minimum width of all accessways is 3.0 metres.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied – Refer to swept path diagrams attached in Appendix A.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	Satisfied.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	N/a – No overhead obstructions.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Satisfied – All vehicles can exit the site in a forward direction.
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	Satisfied – All accessways to Korumburra-Wonthaggi Road are a minimum 6.1 metres wide.
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Satisfied – No visual obstructions indicated along the site frontage at all accessways. It is also noted that no pedestrian footpath is provided along site frontage.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	Satisfied – All car parking spaces are located greater than 6 metres from the Korumburra-Wonthaggi Road carriageway.

## 4.1.2 Design Standard 2: Car Parking Spaces

A summary of the assessment for Design Standard 2 is provided in Table 4.

**Table 4 Clause 52.06-9 Design Assessment – Design Standard 2**

<b>Requirement</b>	<b>Comments</b>
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	Satisfied - Car parking spaces are dimensioned in accordance with Table 2.
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1 of Design Standard 2, other than: - A column, tree, or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. - A structure, which may project into the space if it is at least 2.1m above the space.	Satisfied - The car park is designed in accordance with Diagram 1.
Car spaces in garages or carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage or carport.	N/A – Spaces are within a car park.
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	N/A – No tandem spaces are provided
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	N/A – No residential parking is provided
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 of Design Standard 2 by 500mm.	Satisfied – Accessible spaces are provided with a length of 5.4m

All car spaces on-site are proposed with a minimum width of 2.6 metres, length of 4.9 metres and are accessed from aisles of no less than 6.4 metres. The accessible bays are provided with a minimum length of 5.4 metres and a width of 2.6 metres, and an adjacent shared area of the same dimensions, in accordance with the Australian Standard for Parking facilities, Part 6: Off-street parking for people with disabilities (AS 2890.6:2022).

## 4.1.3 Design Standard 3: Gradients

No ramps or grades are indicated within the development plans, however, given the size and relatively flat nature of the site, it is considered that grades in accordance with Clause 52.06 of the Planning Scheme and AS2890.1:2004 are able to be provided where required.

## 4.2 Waste Collection

Bin storage areas are located along the northern side of the main car park, and within the service building in the eastern portion of the site. Waste collection will occur on-site, with the waste collection vehicle able to circulate to the bin storage areas whilst entering and exiting the site in a forward direction.

Refer to the Waste Management Plan for further information.

## 4.3 Site Access

Two of the three access points along Korumburra-Wonthaggi Road are existing informal accesses associated with the Cheese and Butter Factory buildings and are located on the western side of the Foster Creek bridge. It is proposed to formalise these access points in order to provide access to the proposed main car park and to a proposed porte-cochere.

The access to the main car park is 6.1 metres in width, therefore allows opposing passenger vehicle movements to occur at the entrance to the site, in addition to allowing access for loading vehicles up to a 12.5m heavy rigid vehicle (HRV).

The access to the porte-cochere area provides sufficient width to allow vehicles up to an 8.8m medium rigid vehicle (MRV) to access the porte-cochere, in addition to providing sufficient area for a 12.5 metre long bus to prop along the northern side of Korumburra-Wonthaggi Road to pick-up/drop-off patrons. Swept path diagrams have been prepared demonstrating the access to the above, using the vehicles stated, and are attached in Appendix A.

It is proposed to provide a third access point onto Korumburra-Wonthaggi Road on the eastern side of the site, adjacent to the existing Kongwak Public Hall. This access point will be utilised to provide access to the overflow car park (during events), the group accommodation component of the development, the service building, and the Restaurant's market garden. This proposed access has been designed to accommodate a typical waste collection vehicle (up to 9.8 metres long), with swept path diagrams prepared demonstrating access by a 12.5m heavy rigid vehicle (HRV) is also possible, which is considered the largest vehicle expected to utilise this access.

A secondary access point is also proposed to these components from Church Road, which has also been confirmed using an HRV, in addition to another access point, proposed further north along Church Road, which will provide access to the proposed waste water treatment facility.

Finally, an access point is proposed at the end of Browns Road along the northern boundary of the site, which will be utilised to access one group accommodation unit and the caretaker's residence.

## 4.4 Bicycle Parking

Bicycle parking is proposed to be provided using on-ground bicycle hoops.

The bicycle hoops have been designed in accordance with the Australian Standards; specifically, they are provided at one metre centres, with an envelope of 1.8 metres provided for bicycles and a 1.5 metre access aisle.

## 4.5 Pedestrian Accessibility

Pedestrian access is shown from the main car park and the porte-cochere area into the various parts of the Cheese and Butter Factory buildings.

Furthermore, a footbridge is proposed over Foster Creek, which will connect the group accommodation with the Cheese and Butter Factory. The footbridge is 3.5 metres wide and is proposed to accommodate pedestrian movements, in addition to a proposed shuttle cart service. On the eastern side of the footbridge, a 3.5 metre wide shared path is proposed, which connects to the internal access road for the group accommodation. Additionally, connection to a proposed 1.5 metre footpath which runs along the front of each of the group accommodation cabins is also provided from the footbridge.

## 4.6 Electric Vehicle Charging

A total of 2 car parking spaces are proposed to be provided with electric car charging infrastructure, located within the main car park adjacent to the Cheese Factory.

## 4.7 Loading

The site has been designed to accommodate vehicles up to 12.5m heavy rigid vehicle (HRV), within the main car park and at the service yard, and up to an 8.8m medium rigid vehicle (MRV) along the eastern side of the Butter Factory. Swept paths have been prepared illustrating access and circulation for both the HRV and MRV, which are provided in Appendix A.

## 4.8 Clause 52.29 – Land Adjacent to the Principal Road Network

The development proposal is subject to the requirements of Clause 52.29 of the South Gippsland Planning Scheme which applies to land adjacent to the Principal Road Network (Korumburra-Wonthaggi Road) and aims to ensure appropriate access is provided to identified roads.

Relevant to the proposed development, the Clause states that a permit is required to create or alter access to a road in a Transport Zone 2, and that the proposal is to be referred to the relevant referral authority (in this case the Department of Transport and Planning (VicRoads)).

Before deciding on the appropriateness or otherwise of an application to alter access to the Principal Road Network, the responsible authority must consider the following:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The views of the relevant road authority.*
- *The effect of the proposal on the operation of the road and on public safety.*
- *Any policy made by the relevant road authority pursuant to Schedule 2, Clause 3 of the Road Management Act 2004 regarding access between a controlled access road and adjacent land.*

As described in Section 4.3, the proposal seeks to provide a total of three vehicle access points to Korumburra-Wonthaggi Road.

It is noted that due to the location of Foster Creek, which runs along the northern and eastern sides of the Cheese and Butter Factory buildings, this portion of the site is not provided with any locations for alternative vehicular access, with Korumburra-Wonthaggi Road the sole access point available. Further, the proposed access points are effectively replicating existing informal access locations.

The proposal also seeks to provide an additional access point to Korumburra-Wonthaggi Road on the eastern side of the site, which will be primarily for accommodation guest and staff use.

Given the typically low traffic volumes and speeds along Korumburra-Wonthaggi Road, as indicated in Section 8, the proposed redevelopment is not expected to have any material impact on the operation of the road.

In light of the above, it is considered that the proposed development will satisfy the requirements of Clause 52.29.

## 5 LOADING

Clause 65 (Decision Guidelines) of the South Gippsland Planning Scheme identifies that "Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts."

The proposed development includes a kitchen garden, and proposes to use predominantly locally sourced produce, therefore, it is expected that the majority of deliveries will occur via small vans and utility vehicles, which can utilise the on-site parking proposed, or temporarily prop within the parking aisle for deliveries. Nonetheless, accesses to the main car park and the service building have been designed to accommodate vehicles up to a 12.5m heavy rigid vehicle (HRV), with swept path diagram demonstrating this provided in Appendix A.

Larger deliveries which are to occur from the main car park must be scheduled to avoid the peak operating periods for the proposed development, to ensure that appropriate area is available within the main car park to allow for loading. Alternate loading access is provided adjacent Foster Creek, to the east of the Butter Factory building.

For the accommodation component, and the market garden, any loading activity can occur from adjacent the service building, with sufficient space to accommodate loading vehicles.

The provision for loading is therefore considered to be appropriate.

## 6 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the South Gippsland Planning Scheme, which specifies the following requirements for the different components of the proposed development. The Planning Scheme does not specifically refer to parking requirements for the group accommodation/caretaker's residence uses, therefore, no bicycle parking is required.

**Table 5 Clause 52.34 – Bicycle Parking Requirements**

Component	No/Area	Requirement	Total
Shop (greater than 1000m <sup>2</sup> ) (Pantry/Providore)	100 m <sup>2</sup>	1 space per 600m <sup>2</sup> for employees	0
		1 space per 500m <sup>2</sup> for visitors	0
Restaurant	220 m <sup>2</sup>	1 space per 100m <sup>2</sup> of floor area available to the public for employees	2
		2 + 1 space per 200m <sup>2</sup> of floor area available to the public for visitors if the floor area exceeds 400m <sup>2</sup>	2
Place of assembly (Event Space)	200 m <sup>2</sup>	1 space per 1,500m <sup>2</sup> for employees	0
		2 + 1 space per 1,500m <sup>2</sup> for visitors	2
Place of assembly (Gallery)	157 m <sup>2</sup>	1 space per 1,500m <sup>2</sup> for employees	0
		2 + 1 space per 1,500m <sup>2</sup> for visitors	2
<b>Total</b>		<b>Employees</b>	<b>2</b>
		<b>Visitors</b>	<b>6</b>

It is proposed to provide a total of 16 bicycle parking spaces, available for both staff and visitor use.

Considering the above, the proposed provision of bicycle parking exceeds the requirements of the Planning Scheme and is therefore considered appropriate. However, given the relatively remote location of the site, and the low likelihood of bicycle access, it is considered that the number of bicycle parking spaces could be reduced from those currently indicated, if needed.

## 7 CAR PARKING

### 7.1 Statutory Car Parking Requirements

The car parking requirements for the subject site are identified in Clause 52.06 of the South Gippsland Planning Scheme, which specifies the following requirements for the different components of the proposed development. It is noted that the Planning Scheme does not specifically refer to parking requirements for the group accommodation/caretaker's residence uses, therefore, the parking provision for this component must be to the satisfaction of the responsible authority.

**Table 6 Clause 52.06 – Car Parking Requirements**

Use	No/Area	Rate	Car Parking Measure	Total
Shop (Pantry/Providore)	100 m <sup>2</sup>	4	to each 100 m <sup>2</sup> of leasable floor area	4
Place of assembly (Gallery)	20 patrons	0.3	to each patron permitted	6
Restaurant	150 patrons	0.4	to each patron permitted	60
Place of assembly (Event Space)	200 patrons	0.3	to each patron permitted	60
Place of assembly (Conference Space)	58 patrons	0.3	To each patron permitted	17
<b>Total</b>				<b>147</b>

Based on the above calculations, a total of 147 parking spaces are required for the proposed development, plus car parking for the proposed group accommodation and caretaker's residence to the satisfaction of the responsible authority.

It is proposed to provide a total of 119 car parking spaces on-site excluding the 52 spaces provided for the group accommodation/caretaker's residence.

This equates to a shortfall of 28 spaces for the Cheese and Butter Factory component, when compared to the Planning Scheme requirements.

An assessment of the likely parking demands and the appropriateness of reducing the car parking provision below them is set out below.

### 7.2 Car Parking Demand Assessment

#### 7.2.1 Empirical Assessment

##### 7.2.1.1 Pantry/Providore

The pantry/providore component of the proposed development will predominantly contain a limited range of local produce/goods and will operate as an ancillary use for patrons of the restaurant component of the proposed development.

Whilst some general products are expected to be stocked, customers for these products are expected to be generated from the immediately surrounding residential area and will generate limited demand for parking. For the purposes of analysis, it is expected that the pantry/providore will not generate a parking demand in its own right.

### 7.2.1.2 Gallery

The proposed gallery component will operate during the day, with some patronage expected during the morning and afternoons periods, though generally as an ancillary use for patrons of the restaurant, or event and conference patrons. It is understood that the Gallery will not operate during the evening dinner period.

For the purposes of this assessment, it is expected that the pantry/providore will not generate a parking demand in its own right.

### 7.2.1.3 Restaurant

It is expected that the proposed restaurant will operate predominantly during the peak lunchtime and dinner periods, with reduced patronage between these two sittings.

The restaurant is proposed to have capacity of 130 patrons during standard dining operation, however, a maximum capacity of 150 is possible with the reconfiguration of tables. As such the maximum capacity will only be possible during special events.

Whilst parking surveys undertaken at restaurants typically demonstrate parking demands of approximately 0.3 spaces per patron, given the site location with limited alternate transport options, it is assumed that the Planning Scheme parking requirements provide a suitable estimation of the parking demands.

As such the restaurant component is anticipated to generate parking demand in the order of 52 spaces during the standard casual dining operation, and up to 60 spaces during special events.

It is noted that the Planning Scheme parking requirement also takes into account staff car parking, which for the subject proposal is to be accommodated within the car park adjacent to the service building on the eastern side of the site. Approximately 15% of the parking demand generated by the restaurant (based on expected staff numbers, and equivalent to approximately 8 or 9 spaces) will be situated within the staff parking area to the east of the site.

Furthermore, a proportion of restaurant patrons is expected to be generated from accommodation guests, and would therefore park within the accommodation parking area, and walk to the restaurant using the internal path network, though for the purposes of assessment, this will be ignored.

The proposed restaurant is therefore expected to generate a peak of up to 51 spaces for patrons, and 9 spaces for staff, though more commonly, 44 spaces for patrons, and 8 spaces for staff.

#### 7.2.1.4 Event Spaces

It has been advised by the proposed operator that the event spaces will operate predominantly for evening events, including weddings, birthdays, and functions, with occasional lunchtime events also expected. It is expected that the lunchtime events will typically have lower patron numbers than evening events; typically, no more than 50%.

For larger events, it is anticipated that a portion of patrons will arrive in groups, or via specific bus services. Furthermore, it has been advised that the associated accommodation component will be packaged along with the event space for larger events, and therefore a proportion of event patrons will use the accommodation, and associated accommodation parking (or the accommodation parking will be available for event patron use).

It is therefore expected that approximately one fifth (20%) of the large event parking demands will occur within the accommodation parking area (noting that the group accommodation can provide for up to approximately 45% of the event patronage).

During peak events (200 people), up to 48 car parking spaces may therefore be generated by event patrons and staff, additional to any demand generated by those guests utilising the accommodation on-site.

#### 7.2.1.5 Conference Centre

It has been advised by the proposed operator that the conference centre will not operate when events are occurring, however, can occur at all other times. It is expected that the patrons of the conference centre will likely also be patrons of the adjacent restaurant, and potentially also be guests at the accommodation, therefore reducing the car parking of these uses.

Regardless, it is assumed that the Planning Scheme parking requirements provide a suitable estimation of the parking demands.

#### 7.2.1.6 Group Accommodation

For the proposed group accommodation, it is expected that guests will also be patrons of the other components of the proposed development, at times during their stay, and therefore as previously stated could result in reduced car parking demands for these other components.

Regardless, it is assumed that the group accommodation will generate 1 car parking space per occupied room. With a total of 42 bedrooms proposed across several one- and one three-bedroom accommodation units, the site is expected to have a maximum demand of 42 spaces.

#### 7.2.1.7 Caretaker's Residence

It is expected that the car parking demands for the caretaker's residence would be similar to that of a dwelling, under Clause 52.06 of the Planning Scheme.

Assuming the caretaker's residence comprises of 3 or more bedrooms, a car parking demand of 2 spaces is expected.



## 7.2.2 Anticipated Parking Demand

It is proposed to provide more than one car parking spaces per accommodation room for the group accommodation, with a total of 49 spaces for 42 bedrooms, and 3 spaces are proposed for caretaker's residence.

Therefore, the provision of car parking for the accommodation component of the development is in accordance with the anticipated demands and considered to be appropriate.

In relation to the Cheese and Butter Factory car park, with all staff, event and conference patrons to be directed to the overflow parking area adjacent the accommodation, the main car park will need to accommodate the demand generated by restaurant patrons only, equivalent to a peak of up to 51 spaces (for an occasional capacity of 150 patrons), though more commonly no more than 44 spaces (associated with the normal capacity of 130 patrons). With the provision of 52 spaces, the proposed main car park adjacent to the Cheese and Butter Factory is therefore considered to be sufficient to accommodate the demands generated by patrons of the restaurant, gallery, and providore components of the development.

With regard to the overflow and staff parking areas in the eastern portion of the site, peak usage is expected to occur during a large event, with a demand for up to 48 car parking spaces generated by event staff and patrons, which can be accommodated by the proposed 50 space overflow car parking area. Furthermore, 17 spaces are provided within the staff car park adjacent to the service building, which is expected to accommodate the peak staff demands generated by the accommodation, restaurant, and ancillary uses.

The provision of car parking for each of the proposed uses is therefore considered to be appropriate, though requiring that the main car parking area is used for the restaurant (including gallery and providore) patrons only.

Furthermore, it is noted that on weekends, the operation of the Kongwak Market can cause considerable car parking demands in the area. It can be expected that the Kongwak Market and the proposed development will operate together as a tourist destination, with market patrons visiting the Cheese and Butter Factory, and vice-versa. Given the provision of appropriate on-site parking for the proposed development, and likely spare car park capacity during normal operation, the proposed development should assist the existing market parking conditions by improving the overall supply of parking in the area, in particular, in the immediate vicinity of the market. The operation of the proposed development is therefore expected to result in improved parking conditions on market days.

## 8 TRAFFIC

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Outside of the operating times for the Kongwak Market, traffic activity in Kongwak is very limited. As indicated in Section 2.4, the traffic volume surveys along Korumburra-Wonthaggi Road proximate to the site, suggest weekday peak hour directional flows of up to 49 vehicles per hour on average, equivalent to less than 1 vehicle movement every minute. Any additional traffic generated by the proposed development will be easily accommodated by the surrounding road network.

During the Kongwak Market, traffic activity is high in comparison, with vehicles looking for parking and circulating the surrounding area, though due to the high demand for parking, and high activity in the area, traffic speeds are low, and drivers are cautious and alert. Regardless of the high activity, traffic capacity is expected to remain available, and it is expected that the majority of site patronage on market days is expected to be generated from market patrons, and therefore the proposed development will not generate considerable additional traffic.

The traffic generated by the proposed development is therefore expected to be easily accommodated by the surrounding road network, even during peak market days.

## 9 CONCLUSIONS

---

It is proposed to develop the subject site for the purposes of a mixed-use development, with total provision of 171 on-site car parking spaces proposed.

Considering the analysis presented above, it is concluded that:

- The proposed car parking, bicycle parking and access design is considered appropriate;
- It is considered that the proposed development will satisfy the requirements of Clause 52.29;
- Appropriate provision for loading and waste collection have been provided on-site.
- It is recommended that deliveries are scheduled to avoid the peak operating periods for the proposed development, to ensure that parking is available within the main car park;
- The proposed provision of bicycle parking exceeds the requirements of the Planning Scheme, and is therefore considered appropriate;
- It is expected that the proposed supply of car parking is appropriate for the proposed development, considering the following:
  - + The main car park can accommodate the anticipated parking demand generated by restaurant (including gallery/providore) patrons;
  - + Staff and additional parking demands generated during events can be accommodated by the overflow and staff car parks; and
  - + The proposed group accommodation component will typically be booked as part of events held at the site.
  - + The likely spare car park capacity during normal operation, will increase the overall supply of parking in the area, improving parking conditions when the Kongwak Market is operating.
- The traffic generated by the proposed development is expected to be easily accommodated by the surrounding road network, even during peak market days.

# ***Appendix A Swept Path Diagrams***



CAD File: \\auv\svr01\Company\Projects\2022\220006\Drawings\220006SPA100.dgn

Date Plotted: 20-06-2023 14:58:50

### KORUMBURRA-WONTHAGGI ROAD

HRV  
STANDARDS 2018 (AU)

MODIFY KERB  
AS SHOWN

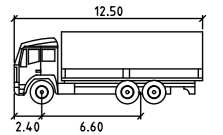
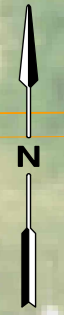
HRV  
STANDARDS 2018 (AU)

HRV  
STANDARDS 2018 (AU)

HRV  
STANDARDS 2018 (AU)

HRV  
STANDARDS 2018 (AU)

HRV  
STANDARDS 2018 (AU)



HRV meters  
Width : 2.50  
Track : 2.50  
Lock to Lock Time : 6.0  
Steering Angle : 35.2

**SWEPT PATH LEGEND**  
--- DESIGN VEHICLE SWEEP PATHS SHOWN DASHED  
..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED



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Scale 1:250 @ A3  
0 1.25 2.5 5

Drawing Title  
1488 KORUMBURRA-WONTHAGGI ROAD, KONGWAK  
VEHICLE SITE ACCESS  
SWEPT PATH ANALYSIS

Designed JPB	Approved JPB	Melway Ref NA
Project Number 220006	Drawing Number SPA100	Revision A

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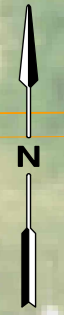
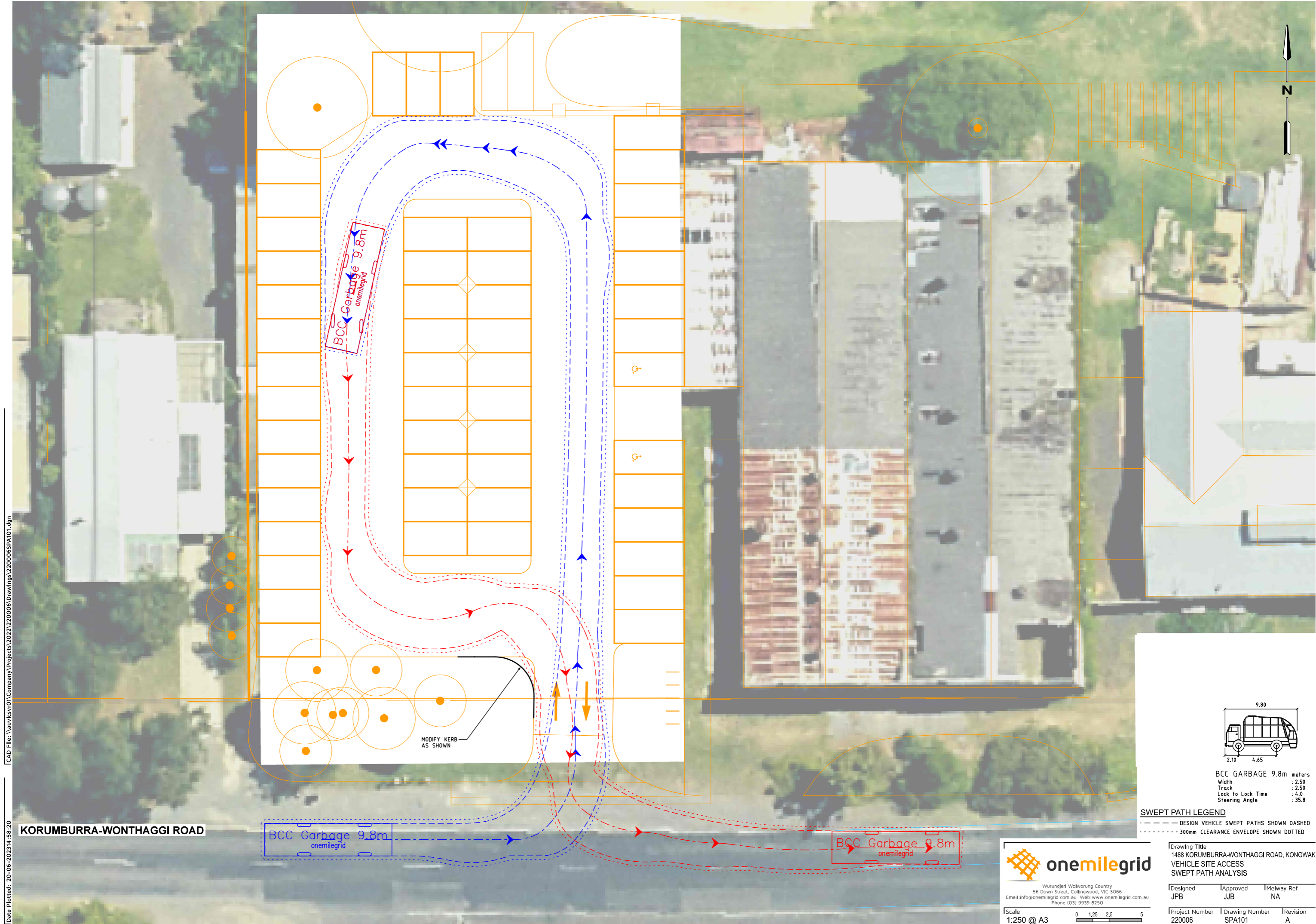
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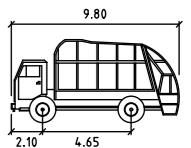
# KORUMBURRA-WONTHAGGI ROAD



BCC Garbage 9.8m  
onemilegrid

BCC Garbage 9.8m  
onemilegrid

MODIFY KERB  
AS SHOWN



**BCC GARBAGE 9.8m meters**  
 Width : 2.50  
 Track : 2.50  
 Lock to Lock Time : 4.0  
 Steering Angle : 35.8

**SWEPT PATH LEGEND**  
 - - - - - DESIGN VEHICLE SWEEP PATHS SHOWN DASHED  
 ······ 300mm CLEARANCE ENVELOPE SHOWN DOTTED



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Scale: 1:250 @ A3  
 0 1.25 2.5 5

Drawing Title  
**1488 KORUMBURRA-WONTHAGGI ROAD, KONGWAK  
 VEHICLE SITE ACCESS  
 SWEEP PATH ANALYSIS**

Designed JPB	Approved JPB	Melway Ref NA
Project Number 220006	Drawing Number SPA101	Revision A

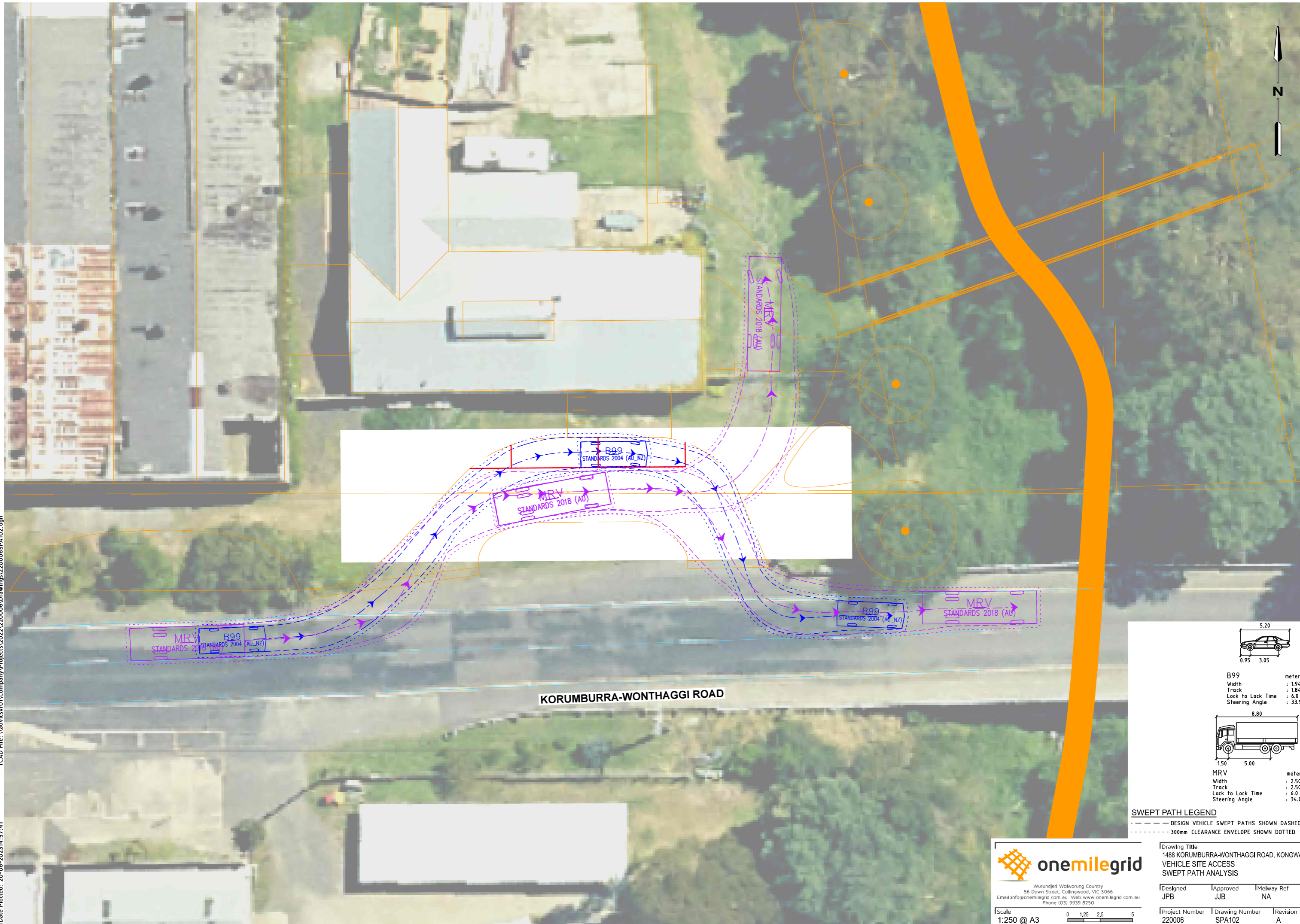
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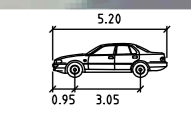
Aerial Photography  
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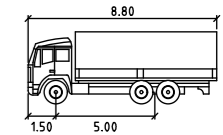
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KORUMBURRA-WONTHAGGI ROAD



B99 meters  
 Width : 1.94  
 Track : 1.84  
 Lock to Lock Time : 6.0  
 Steering Angle : 33.9



MRV meters  
 Width : 2.50  
 Track : 2.50  
 Lock to Lock Time : 6.0  
 Steering Angle : 34.0

**SWEPT PATH LEGEND**  
 - - - - - DESIGN VEHICLE SWEEP PATHS SHOWN DASHED  
 ······ 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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Drawing Title 1488 KORUMBURRA-WONTHAGGI ROAD, KONGWAK VEHICLE SITE ACCESS SWEPT PATH ANALYSIS		
Designed JPB	Approved JJB	Metway Ref NA
Project Number 220006	Drawing Number SPA102	Revision A

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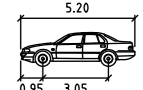
KORUMBURRA-WONTHAGGI ROAD

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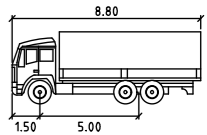
B99  
STANDARDS 2004 (AU\_NZ)

MRV  
STANDARDS 2018 (AU)

MRV  
STANDARDS 2018 (AU)



B99 meters  
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 Track : 1.84  
 Lock to Lock Time : 6.0  
 Steering Angle : 33.9



MRV meters  
 Width : 2.50  
 Track : 2.50  
 Lock to Lock Time : 6.0  
 Steering Angle : 34.0

**SWEPT PATH LEGEND**  
 - - - - - DESIGN VEHICLE SWEEP PATHS SHOWN DASHED  
 ······ 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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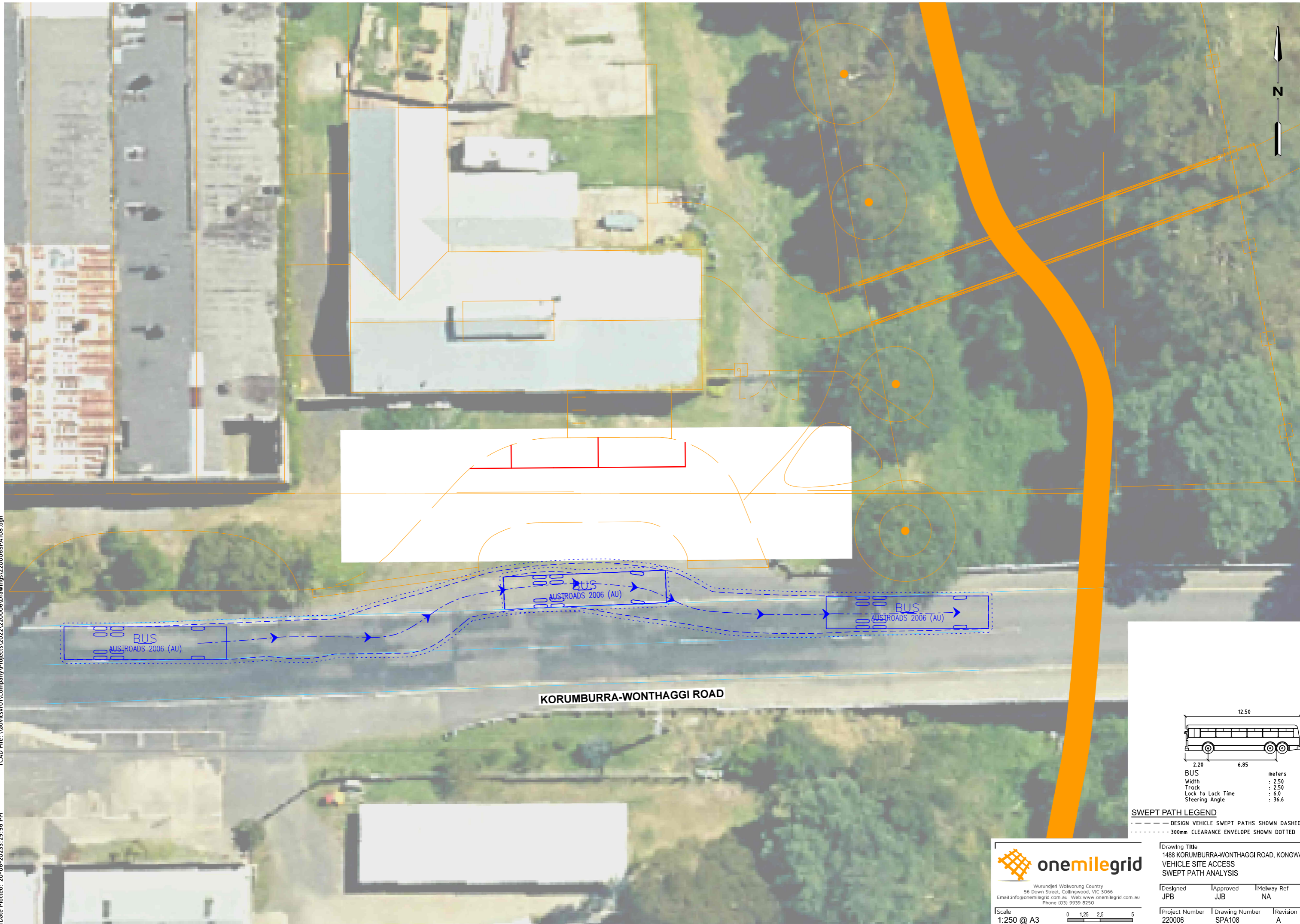
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Project Number 220006	Drawing Number SPA103	Revision A

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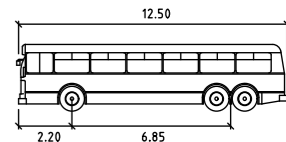
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KORUMBURRA-WONTHAGGI ROAD



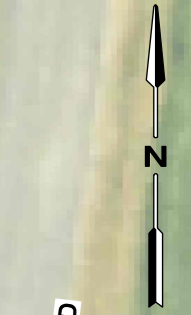
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 Steering Angle : 36.6

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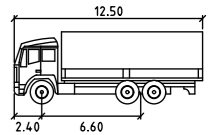
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Scale: 1:250 @ A3

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Designed JPB	Approved JJB	Metway Ref NA
Project Number 220006	Drawing Number SPA108	Revision A



CHURCH ROAD



HRV meters  
 Width : 2.50  
 Track : 2.50  
 Lock to Lock Time : 6.0  
 Steering Angle : 35.2

**SWEPT PATH LEGEND**  
 - - - - - DESIGN VEHICLE SWEEP PATHS SHOWN DASHED  
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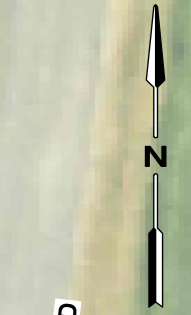
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**Drawing Title**  
 1488 KORUMBURRA-WONTHAGGI ROAD, KONGWAK  
 VEHICLE SITE ACCESS  
 SWEPT PATH ANALYSIS

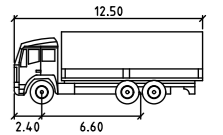
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Project Number 220006	Drawing Number SPA106	Revision A

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Date Plotted: 20-06-2023 3:25:57 PM



CHURCH ROAD



HRV meters  
 Width : 2.50  
 Track : 2.50  
 Lock to Lock Time : 6.0  
 Steering Angle : 35.2

**SWEPT PATH LEGEND**  
 - - - - - DESIGN VEHICLE SWEEP PATHS SHOWN DASHED  
 ······ 300mm CLEARANCE ENVELOPE SHOWN DOTTED



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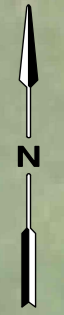
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 VEHICLE SITE ACCESS  
 SWEEP PATH ANALYSIS

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Project Number 220006	Drawing Number SPA105	Revision A

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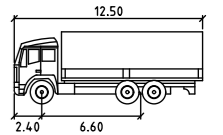
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HRV	width	2.50	meters
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	Steering Angle	35.2	

**SWEPT PATH LEGEND**

--- DESIGN VEHICLE SWEEP PATHS SHOWN DASHED

..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED



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Scale: 1:250 @ A3

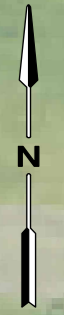
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VEHICLE SITE ACCESS  
SWEPT PATH ANALYSIS

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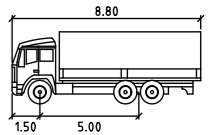
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MRV meters  
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Lock to Lock Time : 6.0  
Steering Angle : 34.0

**SWEPT PATH LEGEND**  
- - - - - DESIGN VEHICLE SWEEP PATHS SHOWN DASHED  
· · · · · 300mm CLEARANCE ENVELOPE SHOWN DOTTED



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Scale 1:250 @ A3  
0 1.25 2.5 5

Drawing Title  
1488 KORUMBURRA-WONTHAGGI ROAD, KONGWAK  
VEHICLE SITE ACCESS  
SWEPT PATH ANALYSIS

Designed JPB	Approved JJB	Metway Ref NA
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Project Number 220006	Drawing Number SPA106	Revision A
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