

Traffic Engineer Referral Response

Application Number:	DA2025/0725
Proposed Development:	Use of Premises as an artisan food and drink industry including fitout and signage
Date:	14/08/2025
Responsible Officer	
Land to be developed (Address):	Lot 23 DP 5342 , 380 Pittwater Road NORTH MANLY NSW 2100 Lot B DP 348088 , 380 Pittwater Road NORTH MANLY NSW 2100

Officer comments

Proposal description: Use of Premises as an artisan food and drink industry including fitout and signage

The traffic team has reviewed the following documents:

- Plans (Master Set) – designed by KIRA ROBSON architect, dated June 2025,
- Parking Demand Assessment report, Revision 4.1, prepared by AusWide Consulting dated June 2025,
- Statement of Environmental Effects, prepared by Watermark Planning dated June 2025, and
- Plan of Management, prepared by Justice Brewing, dated June 2025.

The proposed development seeks to change the use, fit out, and occupation of an existing ground-floor unit within an industrial building for an artisan food and drink business, specifically a brewery with an ancillary bar and retail sales. The development plans to accommodate a maximum of 30 seated customers, both indoors and outdoors with up to 3 staff onsite at any one time. The proposed hours of operation are as follows:

- For the brewery: 7:30 AM to 4:00 PM, Monday to Friday.
- For the bar:
 - o 4:00 PM to 10:00 PM, Monday to Thursday.
 - o 4:00 PM to midnight on Friday.
 - o 12:00 PM to midnight on Saturday.
 - o 12:00 PM to 8:00 PM on Sundays and public holidays.

Parking Requirement

It is anticipated that the proposed number of patronage and the broad range of operational hours has the potential to intensify parking pressures in surrounding streets, particularly during business hours. Further evidence has been provided to validate adequate parking capacity, especially to account for combined demand from the area.

- The traffic report utilised a 'first principles' approach and factored in an average car occupancy rate of 1.38 persons per vehicle for visitors to the site. This figure was derived from surveys presented in the report titled "What is Happening with Car Occupancy," published in April 2016 as part of Charting Transport.
- The consultant conducted an on-street carparking occupancy survey on a typical weekday and on the weekend (Saturday operations) along Pittwater Road, Rowe Street, Girard Street, Waine

Street, Palomar Parade, and Oliver Street. The surveys involved counting cars every 30 minutes during the times of day when the streets would be expected to generate peak car parking demand.

- Based on the surveys undertaken, it was concluded that in the vicinity of the site, there was an abundance of spare car parking spaces on both a typical weekday and Saturday.
- Under the 'first principles' approach, and the 85th percentile peak demand assessment, the development was assessed to generate a peak demand for 15 car parking spaces.
- The proposed development has provided two (2) on-site car parking spaces within its property boundary.
- Parking Assessment report has confirmed that the surrounding areas provide sufficient supply for any parking demand.
- The Warringah DCP also specifies a requirement of 10 parking spaces for a restaurant with 30 seats. Currently, there are only two (2) spaces dedicated to staff parking, with a maximum of three (3) staff to be employed. Potentially, staff parking may lead to the loss of approximately 1 on-street parking space for many hours, given that staff will require parking for the whole of their shift.

Public Transport

- The site has relatively good access to public transport. The site is within a walkable distance of roughly 200m from the 199 and 165X bus stops on Pittwater Road and Oliver Street. These bus stops around the site provide frequent bus services throughout the day, past midnight.

Traffic Generation

- The proposal will generate minimal traffic during peak periods; therefore, it will not have unacceptable implications in terms of road network capacity performance.

Deliveries

- The Warringah DCP requires the provision of off-street parking to take into account of the need for parking facilities for courier vehicles, delivery/service vehicles and bicycles. Since the proposed development is a food and drink premise, it is expected that both supply delivery trucks, food delivery vehicles (cars, motorbikes, and bicycles) and waste collection vehicles would frequently visit the site.
- As outlined in the SEE, Deliveries will all be to the existing loading bay which will be operational outside of the bar opening hours. Deliveries and collections will include:
 - o Monday/Wednesday– Small van x 2 (This allows for food and alcohol deliveries and ancillary items)
 - o Brewery: Weekly – Commercial contractor will collect the waste in accordance with the Waste Management Plan
 - o Transport of all packaged goods and raw materials will be between 7.30am and 10am before the bar opens.

Pedestrian Access

- Pedestrian access to the bar is available through a door on Girard Street. According to the Parking Assessment report, the loading bay area will serve as seating during bar operating hours. The roller door will be open, providing additional access for patrons.
- A footpath exists on the western side of Girard Road. The footpath on the eastern side ends at the informal parking area in front of North Manly Mechanical & Tyre Services. It then switches to the western side via a pram ramp and ultimately connects to a shared pedestrian and cycling route on Pittwater Road. Overall, pedestrian access is relatively satisfactory, as pedestrians can use the footpath to reach the main road by travelling along local roads.

Lighting

There is a streetlight located across the road on Girard Street, which illuminates the access driveway to the site where the entrance to the premises is situated. However, there are no other streetlights along this section of Girard Street. If the ambient light level is insufficient during late-night hours, the area may not be safe for late business operations. Therefore, a review of the streetlight levels will likely be requested in conjunction with any approval.

Conclusion

The current materials adequately address the increased parking demand due to the number of seats and business hours for the proposal.

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Implementation of Construction Traffic Management Plan

All works and fitout activities are to be undertaken in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate TfNSW accreditation. Should the implementation or effectiveness of the CTMP be impacted by surrounding major development not encompassed in the approved CTMP, the CTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to Council on request.

Reason: To ensure compliance of the developer/builder in adhering to the Construction Traffic Management procedures agreed and are held liable to the conditions of consent.

Ongoing Management

The applicant shall be responsible in ensuring that the road reserve remains in a serviceable state during the course of the fitout and building works.

Reason: To ensure public safety.

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

Streetlighting Review

A streetlighting consultant is to be engaged to:

1. Review the level of lighting on the local road network between the site and buses on Pittwater Road in terms of its compliance with AS/NZS1158.3 Pedestrian Area Lighting.
2. Ensure the operational capability of carpark lights until business closure hours at midnight.
3. Prepare designs for any required upgrades on the Council road network and submit these to Council for consideration and approval by Ausgrid.

The streetlighting review are to be completed at the applicant's cost prior to occupation with public road upgrades submitted to Council for future consideration for funding.

Reason: To ensure safe and well-lit paths of travel are available from/to the site.

ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES

Implementation of Loading Dock Management Plan

All vehicle ingress and/or egress activities are to be undertaken in accordance with the approved Loading Dock Management Plan. Vehicle queuing on public road(s) is not permitted.

Reason: To allow for vehicular access.