
From: Pat Margoc
Sent: 19/12/2023 9:13:08 AM
To: Council Northernbeaches Mailbox
Cc: John Coady
Subject: TRIMMED: DA 2022/1164 - 34-35 SOUTH STEYNE, MANLY 2095
Attachments: Submission to Manly Council 2.pdf;

Please see attached correspondence

Yours faithfully

John Coady

John Coady Consulting
634/25 Wentworth Street
MANLY NSW 2095





19 December 2023

Ref: 23003

Northern Beaches Council

Email: council@northernbeaches.nsw.gov.au

Dear Sir/Madam

**DA 2022/1164
34-35 SOUTH STEYNE, MANLY 2095
FOLLOW-UP SUBMISSION TO THE EXHIBITION OF DA 2022/1164
BY JOHN COADY**

1. INTRODUCTION

I refer to the Preliminary Submission to the Exhibition of DA 2022/1164 that I made on 31 August 2023 as the owner/resident of the apartment in the Peninsula Apartments complex identified as 634/25 Wentworth Street, Manly. In that initial, preliminary submission I suggested that I might make additional submissions which will necessarily be after the deadline of 31.08.2023 and, although I recognise that this follow-up submission might be rejected by Council on an administrative basis, I hope that this is not the case.

In this follow-up submission I have elaborated on Section 4 of my initial, preliminary submission which addressed the effect of construction activity generated by the proposed development on traffic, parking and pedestrian activity in Rialto Lane. I made the following preliminary observation in respect of this issue:

4. "EFFECT OF CONSTRUCTION ACTIVITY ON TRAFFIC, PARKING AND PEDESTRIAN ACTIVITY IN RIALTO LANE"

Although sufficient time is not available for me to address this issue in detail, in my opinion the building activity required by DA 2022/1164 will have a catastrophic effect on traffic, parking and pedestrian activity in Rialto Lane, particularly in the vicinity of the rear of the proposed development site. Indeed, it will surprise me if the popular "Rollers" Cafe located on the northern side of Rialto Lane only approximately 20-30m west of the rear of 34-35 South Steyne will survive the experience. In my opinion, the only way that this consequence will be averted will be by:

- *imposing a comprehensive suite of conditions of consent aimed at reducing conflict between that building activity and other traffic, parking and pedestrian activity in Rialto Lane*
- *assigning appropriate Council officers to enforce that suite of controls on traffic, parking and building activity generated by the construction work on a concerted and continuing basis.*

I anticipate that construction of the proposed development will be a 12 month disaster for Rialto Lane that will particularly affect those who rely on it for vehicular (and perhaps pedestrian) access, deliveries, and even recreation".

I make the following, further observations to Council which I hope will result in any consent being suitably conditioned to reduce what I consider will be a catastrophic impact of the construction work on traffic, parking and pedestrian activity in Rialto Lane:

In my opinion, the Applicant should be required to produce a detailed *Traffic/Parking/Pedestrian Construction Management Plan* to operate for the duration of construction activity approved in respect of the Development Application. When that Construction Management Plan has been finalised to Council's satisfaction, compliance with the Plan should be included as a condition of consent on any work carried out pursuant to DA 2022/1164. The Plan should also address the following matters.

1. A *Parking Management Plan* to satisfactorily accommodate the parking demand generated by the construction activity throughout the duration of that construction period. While some provision is made for loading zones in Rialto Lane, those "loading zone" parking spaces are regularly filled to capacity with a high level of non-compliant parking. The loading zones are not suitable to accommodate the longer-stay workforce parking demand generated by construction activity, and there is insufficient, available capacity to accommodate the shorter-stay parking demand generated by that construction activity. In this respect, it is perhaps fortunate that there is a public carpark located in the immediate vicinity of the proposed development site which takes its vehicular access off the north-south section of Rialto Lane at its eastern end. In the particular circumstances of this Application, it would be appropriate for the Applicant to reserve an adequate number of parking spaces in the public carpark during construction working hours to accommodate at least the parking demand generated by the proposed development, and to employ measures to require the construction workforce to park in those reserved public carpark parking spaces.
2. In developments such as this, a CONSTRUCTION ZONE is normally provided along the street frontage of the site to accommodate deliveries of construction materials generated by construction activity to/from the site. These CONSTRUCTION ZONES typically require a length of 12-15m. However, the proposed development site appears to have a frontage to Rialto Lane of only 5-6m which will also be required to provide vehicular access to/from the site throughout the construction period. The potential to extend a CONSTRUCTION ZONE across adjoining sites is impractical because that would restrict/eliminate access to off-street parking provision on those adjacent sites. Provision of a CONSTRUCTION ZONE to serve the proposed development is further compromised by the location of the site frontage adjacent to a 90° corner in this section of Rialto Lane. Notwithstanding all of these complications and challenges, it is essential that the Applicant demonstrate how vehicular access to/from the site, and provision to accommodate vehicles delivering construction materials to/from the site, is addressed in a *Traffic Management Plan*.

The east-west section of Rialto Lane is currently blocked by large vehicles on a regular basis with some of those vehicles blocking the lane on a short-term basis (ie garbage pick-ups) while others are there for much longer periods (eg waste pump-outs, etc). These lane blockages are regularly accompanied by horn blowing and discussion between the drivers of vehicles blocking the lane, and drivers of vehicles trying to travel along the lane. Relevantly, there is a vehicular access for one of the carparks which serves the Peninsula Apartments building located approximately midway along the east-west section of Rialto Lane. Uncontrolled traffic activity associated with construction work generated by the proposed development will make access to/from that carpark a nightmare for those residents unlucky enough to have to park their vehicles in that carpark.

The proposed development site is highly unusual and complicated in terms of its accessibility for construction vehicles generated by construction activity on the site, particularly for the parking of vehicles (large trucks) making deliveries of construction materials to/from the site. Issues that the *Traffic Management Plan* will need to address include:

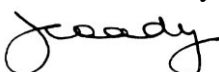
- the location of the vehicular access driveway off Rialto Lane, and a CONSTRUCTION ZONE for vehicles delivering construction materials to/from the site
- the size and types of vehicles that will use that access and CONSTRUCTION ZONE
- turning path diagrams demonstrating how those vehicles can enter and depart the site, and access the CONSTRUCTION ZONE
- details of arrangements proposed to utilise traffic marshals to supervise traffic and parking activity generated by the construction activity to ensure smooth traffic flow in Rialto Lane, and between Wentworth Street and Rialto Lane at both ends
- arrangements to be put in place to *schedule* the arrival and departure of construction vehicles accessing the site, and vehicles involved in delivery of construction materials to/from the site, to ensure that none of these vehicles ever park in the Rialto Lane carriageway waiting for access to the site and/or the loading bay/construction zone.

It is essential that construction vehicles which require access to/from the site, and vehicles involved in deliveries of construction material to/from the site, do not park in the Rialto Lane carriageway, and any consent issued in respect of the Development Application should be specifically conditioned to prevent that from happening. In this respect, the *Traffic Management Plan* will need to include vehicle *scheduling* arrangements not dissimilar to those typically incorporated in a Supermarket Loading Deck Operation Management Plan (see typical redacted Plan included as **Attachment 'A'**). This type of management and control will be required to avoid traffic chaos in Rialto Lane.

3. Pedestrian activity in Rialto Lane is also difficult because of the limited facilities available to accommodate pedestrian activity. Under the current arrangement, although the general level of pedestrian activity within the lane is only moderate, pedestrian activity generated by the popular "*Rollers*" Café located on the northern side of Rialto Lane approximately 20-30m west of the rear of 34-35 South Steyne often informally occupies the limited pedestrian space along the frontage of the café. A *Pedestrian Management Plan* should be prepared demonstrating how traffic and parking activity generated by construction activity associated with the proposed development will not affect this existing pedestrian activity.

I trust that this submission is of assistance to Council and would welcome the opportunity to discuss the matters that I have raised in it with appropriate Council officers should that be helpful.

Yours faithfully



John Coady
John Coady Consulting

**“REDACTED” SUPERMARKET LOADING DOCK OPERATION
MANAGEMENT PLAN**

Operation Management Plan

INTRODUCTION

This Operation Management Plan details delivery protocols including truck size, frequency and delivery hours for [REDACTED]. It aims to:

- confirm the Stockroom Manager's responsibilities,
- provide specifics on loading dock operations, and
- detail delivery curfew hours, vehicle size and movement to and from the Coles dock.

LOADING DOCK MANAGEMENT

The [REDACTED] **Stockroom Manager** is responsible for:

- effective management of service delivery and operational outcomes relating to the loading dock and stockrooms
- efficient unloading of deliveries and waste and recycling pickups
- co-ordinating delivery schedules with [REDACTED] warehouses, direct suppliers & vendors
- advising drivers and/or suppliers of delivery instructions via the [REDACTED] (attached) &
- ensuring the dock operating capacity is not exceeded.

Ultimate management of the store is the responsibility of the store manager.

Truck Deliveries:

- [REDACTED] will receive up to a maximum of 10 trucks over 10 metres in length (maximum 12.5 metres) and up to 20 small delivery vehicles per day. These maximum numbers cater for the peak Christmas and Easter periods. Delivery movements are expected to be less on weekends.
- The Stockroom Manager will be notified when a delivery is about 5 minutes from the store to prepare for efficient processing.

Contact by Delivery Drivers:

- Drivers must contact the Store by mobile phone or radio (where appropriate) when he or she is about 5 minutes from arrival.
- A flashing amber light will activate at the dock to warn pedestrians of a vehicle movement.

Other Operations:

- A Red Light will signal when the dock is full or about to be at its operating capacity following notification of a nearby delivery.
- Drivers and/or vehicles are not permitted to stop or wait in the store vicinity when the red light is active. In addition, trucks shall not enter [REDACTED] before 7am Monday to Saturday and before 8am on Sunday or Public Holidays.
- The Loading Dock area will be signposted to advise operating times with words like:

**The Loading Docks are open
at the following times only:**

| | |
|--------------------------|------------|
| Monday to Friday | 7am to 8pm |
| Saturdays | 7am to 8pm |
| Sunday & Public Holidays | 8am to 8pm |

- Waste and recycling collections are also restricted to the above hours.

The Loading Dock Capacity is:

- one 12.5 metre rigid truck ("Large Truck") & one 8 metre rigid truck ("medium truck")
- two small or medium trucks
- one small or medium truck and two vans, or
- three vans.

Vehicle Size: The maximum delivery vehicle size is 12.5 metre Rigid Truck.

DIRECT DELIVERIES

The Store and/or Stockroom Managers are responsible for liaising with direct supplier representatives () and direct delivery vendors (*many vendors do not own their own transport but contract carriers to complete their deliveries*). All direct suppliers and vendors must ensure their delivery drivers agree and adhere to conditions outlined in the Delivery Sheet (attached).

Direct deliveries are not to conflict with times allocated to warehouse deliveries.

TRUCK MANAGEMENT IN

The Store Manager shall ensure the Operation Management Plan is met to preserve the residential amenity of . If an unscheduled delivery arrives and the dock is full, the Stockroom Manager will instruct the driver to reschedule the delivery.

ADVICE TO DELIVERY SERVICE PROVIDERS

Each direct delivery service provider must be provided with a copy of this Operation Management Plan.

The NSW Transport/Logistic Manager is responsible for providing this Operation Management Plan to all warehouse Fleet Managers.

DRIVER CONDUCT

For an initial one-week period and thereafter on a regular basis the store will provide every visiting driver a one-page Notice to Drivers (see attachment 1). The drivers servicing are required to adhere to the following rules:

- ☐ Not to enter the loading dock before 7.00am Monday to Saturday and before 8.00am on Sunday or Public Holidays.
- ☐ To have departed the dock before:
8.00pm Monday to Saturday
8.00pm Sunday and Public Holidays

No vehicle is to wait in the vicinity of the store if it is early or the loading dock is full. In those circumstances, the driver must move on and arrange a new delivery time.

- ☐ Direct delivery vehicles must arrange a delivery time with the store and be punctual.

- ❑ Vehicles must **not** queue in [REDACTED].
- ❑ All loading or unloading will only be conducted in the loading dock area.
- ❑ A sign shall be erected in the loading dock stating, "This Loading Dock is within hearing of people's home. Please make as little noise as possible".
- ❑ No public address system shall be used in the loading docks except for emergency fire evacuation.
- ❑ The driver shall apply all possible skill and care when driving into the loading dock and during the subsequent departure from the loading dock, to minimise the noise emission from the vehicle being driven.
- ❑ The driver shall ensure that when alighting from the truck, when unloading the truck or relocating the truck, that reasonable precautions are taken to minimise unnecessary noise emissions.
- ❑ Drivers shall ensure that any radio and music systems are deactivated, or do not generate sound which may be audible to the adjacent residences.
- ❑ The driver shall ensure that neither he, nor the people with whom he may need to liaise or with within the loading dock area, shout or use language that could be considered offensive or generate other sources of noise, which may be audible or disturbing for residents opposite or adjacent to the loading dock.
- ❑ [REDACTED] shall ensure that all drivers under its control or drivers who work as contractors or suppliers, who are instructed to make deliveries, or are likely to make deliveries shall be provided with a copy of the conditions referred to in the attachment.
- ❑ [REDACTED] shall instruct its employees, contractors and/or agents to observe care in the use and control of equipment in the loading dock and access areas so as not to cause or allow to be caused any unreasonable noise during the hours of operation of the loading dock and access areas.

COMPLAINT MANAGEMENT PROCEDURES

It is most important that residents bring any concern to [REDACTED] attention quickly via:

- ❑ [REDACTED] Customer Care freecall line on [REDACTED]. Calls are logged and responded to as required within two working days (where possible)
- ❑ Issues may also be logged with the local Store Manager.

END

Attachment: [REDACTED] *Delivery Sheet*

DELIVERY SHEET

| | | |
|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|----------------------------------|
| Deliveries & waste pickup times | Mondays to Saturdays Sundays & public holidays <i>NOTE: Vehicles must not enter [REDACTED] before curfew</i> | 7am to 8pm 8am to 8pm |
|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|----------------------------------|

[REDACTED] is committed to operating [REDACTED] without adverse impact on local residents. All delivery drivers must abide by the following conditions:

ENTRY in a forward direction via [REDACTED] and [REDACTED]

EXIT in a forward direction by turning right into [REDACTED] towards [REDACTED]. Drivers must not exit the loading dock until there is clear space in the [REDACTED] northbound traffic lanes to accommodate their vehicle. Vehicles must not protrude over the southbound traffic lanes in [REDACTED] nor block the [REDACTED] footpath or carriageway at any time. All delivery vehicles must be off-site by 8pm each day

NO STANDING Vehicles must not wait in nearby streets – drivers in breach may be fined & suppliers may be banned from delivering to the site

PHONE Drivers must phone the Stockroom Manager 5 minutes before arrival to ensure dock is free. **PHONE 02 xxxx xxxx**. The dock will then be prepared for delivery receipt.

- Truck size is restricted to a maximum 12.5m rigid vehicle
- Noise emissions from trucks & unloading operations must be kept to a minimum.
- A flashing amber light will be activated near the dock roller shutter to alert pedestrians and others that a delivery vehicle is about to enter or exit
- A red light will be activated when the loading dock is full or when the turntable is operating to warn approaching truck drivers not to wait at the site
- Delivery vehicles cannot queue on nearby streets. Trucks shall not enter [REDACTED] before 7am Monday to Saturday or before 8am on Sundays and public holidays
- Drivers must adhere to their allotted delivery time for efficient dock management
- Drivers must be courteous at all times and keep noise to a minimum
- All loading and unloading must be undertaken via the dock
- PA and music systems must be deactivated at the site
- The store manager is the driver's initial point of contact for all transport concerns

**These conditions must be met or exceeded
as part of [REDACTED] commitment to being a good corporate citizen.
Your co-operation and thoughtfulness in these matters is greatly appreciated.**

Store Manager [REDACTED]

PHONE 02 xxxx xxxx