

24 May 2024

Our reference: 215511

Katerina Papas

North Sydney Council

katerina.papas@northsydney.nsw.gov.au

**RE: Planning Proposal 1-7 Rangers Road and 50 Yeo Street, Neutral Bay
(PP-2022-4350)**

Thank you for notifying Sydney Water of the planning proposal regarding PP-2022-4350 at 1-7 Rangers Road and 50 Yeo Street, Neutral Bay, which proposes amendments to the North Sydney LEP 2013. The proposed changes from this planning proposal encompasses the increase in the maximum building height (from 16m to 26m and 31m) and the minimum non-residential floor space (from 0.5:1 to 0.8:1). These changes should facilitate in the potential delivery of a new mixed used town square development, ultimately supporting the revitalisation of the Neutral Bay Town Centre. The Indicative Reference Scheme notes that the future development may see a total GFA of 15,902m², 62 dwellings and 143 ongoing, operational jobs.

We have reviewed the application based on the information supplied and provide the following comments for your information to assist in understanding the servicing needs of the proposed development.

Water and Wastewater servicing

- Our preliminary assessment indicates that water servicing should be available for the proposed development.
- Amplifications, adjustments, deviations and/or minor extensions may be required.
- Detailed requirements will be provided at the S73 application stage.

Trade wastewater requirement

- If this proposed development is anticipated to generate trade wastewater, the developer must submit an application requesting permission to discharge trade wastewater to Sydney Water's wastewater system. Applicant must wait for approval and issue of a permit before any business activities can commence.
- The permit application can be made on Sydney Water's web page through Sydney Water Tap In. <http://www.sydneywater.com.au/tapin/index.htm>

Sydney Water Corporation ABN 49 776 225 038

1 Smith Street, Parramatta, NSW 2150 | PO Box 399, Parramatta, NSW 2124

Telephone 13 20 92 **Media (24/7)** 8849 5151 sydneywater.com.au



Next steps

- Council is advised to forward the enclosed *Sydney Water Planning Proposal Information Sheet (for proponent)* to assist the proponent in progressing their development. This Info Sheet contains details on how to make further applications to Sydney Water and further information on Infrastructure Contributions.

The development servicing advice provided is not formal approval of our servicing requirements and is based on the best available information at the time of referral (e.g. planning proposal). It is important to note that this information can evolve over time in tandem with the progression of other development projects in the catchment, changes within the local systems and receiving works. This is particularly important in systems with limited capacity. Furthermore, Sydney Water does not reserve or hold capacity for proposed developments, regardless of whether the area has been rezoned or not. To ensure accuracy and alignment with current conditions, it is best to approach Sydney Water for an updated capacity assessment particularly if an approval letter is more than 12 months old.

Should North Sydney Council require further information, please contact the Growth Planning Team at urbangrowth@sydneywater.com.au.

Yours sincerely,



Kristine Leitch

Commercial Growth Manager
City Growth and Development
Water and Environment Services
Sydney Water, 1 Smith Street, Parramatta NSW 2150

Enclosed:

- Sydney Water Planning Proposal Information Sheet (for proponent)

Following a preliminary review, is the detail provided complete and is the case ready for a decision?

Yes, the application is ready for decision

What is the outcome of your review?

Decision not required

Comments

Decision not required due to distance from Northern Sydney Local Health District's properties

11th June 2024

Kiersten Fishburn

Secretary

Department of Planning, Housing and Infrastructure

Locked Bag 5022

Parramatta NSW 2124

Attn: tim.coorey@dpie.nsw.gov.au

Dear Mr. Coorey,

RE: DEPARTMENT OF EDUCATION RESPONSE - 1-7 RANGERS ROAD AND 50 YEO STREET, NEUTRAL BAY

The NSW Department of Education (DoE), welcome the Department of Planning, Housing and Infrastructure's (DPHI) invitation to provide comment on the planning proposal related to 1-7 Rangers Road and 50 Yeo Street, Neutral Bay. DoE understand that the proposal will result in approximately 62 residential dwellings.

The Local Environmental Plan (LEP) Making Guideline 2021 (prepared by DPHI) outlines the following referral criteria for Planning Proposals to be sent to DoE (refer to Appendix B of the Guideline):

- The proposal relates to land within Greater Sydney that will facilitate **more than 250 additional dwellings**.
- The proposal relates to land outside of Greater Sydney that will facilitate more than 100 additional dwellings/lots.
- The proposal makes provision for a new public primary and / or secondary school.
- The proposal is located on land adjacent to an existing public school and future development may impact on solar, daylight access, and privacy to the school site.
- The proposal includes new road infrastructure in the vicinity of existing schools.

While this Proposal does not meet the above criteria, DPHI and Council are requested to monitor and consider any cumulative impact on population growth and schools in the locality.

Should you require further information about this submission, please contact the DoE Strategic Planning Team at StrategicPlanning@det.nsw.edu.au.

Yours Sincerely,

Lincoln Lawler
Director, Statutory Planning and Heritage
New South Wales Department of Education, School Infrastructure



Education

20/06/2024



24-28 Campbell St
Sydney NSW 2000
All mail to
GPO Box 4009
Sydney NSW 2001
T +61 2 13 13 65
ausgrid.com.au

To Whom it May Concern,

RE: PP-2022-4350 - 1-7 RANGERS ROAD NEUTRAL BAY

Ausgrid would like to thank you for seeking input and feedback regarding this planning proposal.

Ausgrid requires that due consideration be given to the compatibility of proposed development with existing Ausgrid infrastructure, particularly in relation to risks of electrocution, fire risks, Electric & Magnetic Fields (EMFs), noise, visual amenity and other matters that may impact on Ausgrid or the development.

Ausgrid has no comment to make regarding this planning proposal (Re zoning) at this point in time.

Ausgrid however does look forward to reviewing future Development Application submissions for any development attached to this proposal and will then provide further feedback accordingly.

Please do not hesitate to contact me for further information.

Regards,

A handwritten signature in black ink, appearing to read "Paul Nakhle", with a long horizontal stroke extending to the right.

Paul Nakhle - Portfolio Manager - Asset Protection | Transmission Services
02 9269 7587 | 0419 631 174

Connecting communities,
empowering lives

26 June 2024

TfNSW Reference: SYD24-00895/01
Planning Proposal: PP-2022-4350

Mr T. Coorey
Department of Planning, Housing and Infrastructure
Level 31, 4PSQ,
12 Darcy Street
PARRAMATTA NSW 2150

Attention: Mr Timothy Coorey

RE: PLANNING PROPOSAL - 1-7 Rangers Road and 50 Yeo Street, Neutral Bay

Dear Mr Coorey,

Transport of NSW (TfNSW) appreciates the opportunity to provide comment on the above Planning Proposal as referred to us in the letter dated 8 May 2024. We note consultation is being undertaken with TfNSW under Condition 3 of the Gateway Determination dated 22 March 2024.

TfNSW notes the Planning Proposal seeks the following amendments to the North Sydney Local Environmental Plan 2013:

- increase the maximum building height from 16m to part 26m and part 31m; and
- increase the minimum non-residential FSR from 0.5:1 to 1.8:1.

These amendments seek to facilitate a redevelopment of the site including:

- 8,028m² of residential floorspace, consisting of 62 dwellings;
- 3,289m² for a new supermarket in the first basement level (with an additional 702m² for ancillary back of house);
- 1,466m² for retail;
- 2,417m² for commercial floorspace; and
- Basement car parking.

TfNSW has reviewed the exhibition documents and requests the advice provided in **Attachment 'A' and 'B'** be considered by the Department prior to the finalisation of the Planning Proposal.

For any further enquiries, please contact Stephen Briant – Land Use Planner on mobile 0414 949 990 or email: development.sydney@transport.nsw.gov.au

Yours sincerely,



Carina Gregory
**Senior Manager Strategic Land Use – Eastern
Planning & Programs, Greater Sydney Division**

OFFICIAL

Level 4, 4 Parramatta Square, 12 Darcy Street Parramatta NSW 2150
PO Box 973 Parramatta CBD NSW 2124

W transport.nsw.gov.au

1. Active Transport

- The development should design streets that are reflective of NSW Futures and NSW Active Transport Strategy including:
 - Delivering integrated land use and transport planning connecting people to their local metro centre and strategic centres within 30 minutes by public transport.
 - Enable 15-minute neighbourhoods.
 - Deliver connected and continuous cycling networks.
 - Promote safer and better precincts and main streets.
- It is recommended that a Green Travel Plan (GTP) be provided to demonstrate a commitment to sustainable transport and modal shift and that a Travel Access Guide (TAG) be prepared and included as an appendix in the GTP.
- Bicycle parking and end of trip facilities are to be designed to the quantity and quality of design that reflect the excellent access to active and public transport services of the site.
- For bicycle parking and end of trip facilities, the layout, design and security of bicycle facilities must comply with the minimum requirements of:
 - Australian Standard AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking Facilities,
 - 'Austroads Bicycle Parking Facilities: Guidelines for Design and Installation', and;
 - Council's Development Control Plan (DCP).
- The amount of bicycle parking for the site does not appear to be detailed in the documentation provided. TfNSW would recommend that as a minimum, the bicycle parking rates of the North Sydney DCP be applied. In this proposal, it appears a minimum of 150 bicycle parking spaces are required for the site.
- It is noted that this site is in close proximity to current and proposed safe walking and cycling connections including the walking and cycling link which forms part of the **Strategic Cycleway Corridors network** from North Sydney – Neutral Bay – Mosman.
- It is also noted that Yeo Street and Rangers Road are part of Council's proposed North Sydney to Cremorne (Route 5) Integrated Cycleway Strategy. The provision of Local Area Traffic Management infrastructure (traffic calming, wider footpaths, pedestrian crossings etc) or dedicated cycleway facilities are to be considered for Yeo Street and Rangers Road.
- The through site link from Yeo Street to Military Road is recommended to be designed to allow 24 hour public access.

2. Public Transport

- The part time bus stop on Rangers Road fronting the site, needs to be retained.
- Buses will need to be able to continue to safely operate along Yeo St and Rangers Road to access the Bus Zone in Rangers Road.

3. Parking

- It is recommended that Council constrain parking supply for the development to encourage sustainable transport such as public transport and active transport in alignment with the excellent access to public transport of the site and reflective of the low vehicle traffic generation assumed for the site. It is noted that the amount of dedicated supermarket, commercial and retail parking for the site is considered to be excessive.
- It is recommended that parking be provided more in line with the Neutral Bay Village Planning Study (refer to Figure 5.5 of the Neutral Bay Traffic and Transport Study) or the Draft Guide to Transport Impact Assessment (TfNSW 2024).
- In addition, it is noted that TfNSW was advised by DPHI on 18 June 2024 that the proponent has withdrawn the proposal for the provision of 88 public car parking spaces on the site. This amendment is supported by TfNSW.
- Where parking is provided, encouraging the use of more energy efficient vehicles through the provision of electric car charging and the provision of car share spaces, is to be encouraged.

4. Vehicle Access

- No vehicular access / egress to or from the site will be permitted from Military Road or Rangers Road.
- Pedestrian safety should be considered along the driveway crossover in Yeo Street considering the ultimate design.
- A swept path analysis to be undertaken as part of any future Development Application for the site. The analysis will need to confirm the path for the largest heavy vehicle which would access the site (including car park and loading dock entry) and is to assess turn movements from any State roads (i.e. Military Road) and any local access roads (i.e. Rangers Road, Yeo Street and Wycombe Road) on delivery routes to the site.
- An Internal Traffic Management Plan is to be provide as part of the future Development Application that provides detailed practices to ensure queuing from the car park does not impact the footway adjacent.
- Construction Management Plans are to be considerate of impacts on Military Road and the construction program for the nearby Warringah Freeway Upgrade and Western Harbour Tunnel projects (completion targeting 2026 and 2028 respectively).

5. Transport and Traffic Modelling

- In relation to the transport and traffic study provided (JMT Consulting, December 2022), there needs to be further analysis in the body of the report showing the following:
 - 'Trip' generation rates (all modes);
 - The impact of both 'trip' generation (all modes) and traffic generation from the site on nearby Military Road (State Road), as well as adjacent intersections to the site including (but not limited to):

- Military Road / Rangers Road,
 - Military Road / Wycombe Road,
 - Wycombe Road/Yeo Street, and
 - Yeo Street/ Rangers Road.
- Further, it has been assessed by TfNSW that there are a number of additional deficiencies in the modelling work that need attention (see **Attachment 'B'**).
 - The modelling issues need to be addressed for the modelling to be considered 'fit for purpose'. Therefore, **TfNSW recommends that DPHI requests the proponent provide an updated transport and traffic modelling report prior to finalisation of the Planning Proposal.**

Attachment B – TfNSW Modelling Comments

TfNSW Operational Transport Forecasting Team
Yeo Street Neutral Bay Transport Assessment
SIDRA Modelling and report
BITZIOS
28 May, 2024

The following sections comprise a summary of TfNSW operational traffic modelling team's review comments for the 'SIDRA Modelling and report', prepared by BITZIOS for the 'Yeo Street Neutral Bay Transport Assessment' project.

To provide clarity on the scale of issues identified, a categorisation approach to the review will be used based on the following three level criteria:

- **Major** – issue needs addressing before using the model and will have an impact on model analysis and recommendations.
- **Medium** – issues are localised and are likely to result in a small variation of the model analysis and recommendations but would not impact on the decision process.
- **Minor** – issues are minor or remote to main area of investigation and would not be expected to impact on model analysis and should be considered for correction at subsequent updates.
- **Note** - A note provided by the reviewer where no action is required.

This approach ensures that the review has captured the likely impact of issues identified and prioritises them to help in formulating corrective actions. In isolation, medium or minor issues would not have considerable impacts on the modelling results, but combined they have the potential to impact the model's performance.

The specific documents and traffic model(s) provided for the review are outlined in Table 1.

Table 1: Reviewed Materials

Material	File Description	Received date	File Name
Model	SIDRA model	28-May-2024	Rangers Road SIDRA_For TfNSW.sjp9
Report	Traffic Assessment Report	28-May-2024	20240507 - Planning Proposal Appendix D - Transport Impact Assessment_PP-2022-4350.pdf

Table 2 provides a summary of the review comments for both the model and report.

Table 2: summary of the review comments for both the model and report.

Item	Material	Section	Comment	Priority	Modeller Response	Reviewer Response
1	Model	Lane Geometry	Non default lane data (capacity adjustment ~33% & ~60%) applied for all lanes at Military Road which may reflect site condition. However there is no model calibration and validation provided in the report. Please provide justification or data to support this changes.	Major		
2	Model	Pedestrians	Default 50 Pedestrian per hour were modelled. It does not reflect delays that would occur to traffic being forced to give way to pedestrians especially near high pedestrian activities area (ie across Military Rd)	Medium		
3	Model	Pedestrians Movement Data	The pedestrians uses a default walking speed of 1.3m/s whereas the RMS modelling guidelines recommend 1.2m/s.	Minor		
4	Model	Volume	Percentage of Heavy vehicles volume were used. It is recommended actual survey count to be used or justification and data to be provided.	Medium		
5	Model	Priorities	No late start (pedestrian protection) or priority were modelled in all models which assumed no start delay to that traffic movement. However, where traffic movements conflict with pedestrians, delays would occur to traffic being forced to give way to pedestrians. This is likely to result in higher modelled traffic capacity at the intersection than can be realised with pedestrian activity.	Medium		
6	Model	Vehicle Movement Data	Incorrect speed limit – default 60km/h were modelled in all intersections. However 50km/h speed limit is at Wycombe Road, Rangers Road and Yeo Street Lambton Rd and Speed Zone speed limit on Military Rd (East of Rangers Rd) should be applied for both peak (Assumed peak hour within school zone period since the modelling peak periods didn't provide in the report)	Medium		
7	Model	Phasing & Timing	Default intergreen time (6 seconds) were used at Military Rd / Wycombe Rd intersection. It need to be reviewed to reflect the SCATS setting at site.	Minor		
8	Model	Phasing & Timing	According to SCATS phase setting, left turn movement is also running in Phase B (phase A in SIDRA model). Review is needed.	Medium		
9	Model	Phasing & Timing	Late start applied at Military Rd / Wycombe Rd intersection, however they were not included in the model. Review is needed.	Minor		
10	Model	Parameter settings	HV PCU values for all models have been left at the default of 1.65 whereas the RMS modelling guidelines recommend increasing this value to 2.	Minor		
11	Report / Models	Section 4 / Model Scenarios	Not agree to exclude AM peak model in this assessment. Left turn out from Rangers Rd to Military Rd is banned during AM peak, network geometry (2 x AM only bus lanes along Military Rd) and path are significantly different. Also, retails and commercial traffic are operating since AM peak, therefore, AM peak should consider to be assessed the impact to existing road network.	Major		
12	Report / Models	Future year scenarios	The report does not seem to provide any detail of how the future traffic to be changed within the study area. Additionally, the future year scenario (eg opening year +10yrs) is required for determining the traffic impact to road network from the development.	Major		
13	Report	2.3	It is stated that "The site is located adjacent to the Military Road corridor which is one of Sydney's busiest and most important bus corridors", however there is no bus demand modelled in SIDRA modelling	Minor		
14	Report	2.7	AM historical traffic flows (before 2021) were provided in the report, however AM peak model is not consider in this analysis. Not clear how traffic pattern change in PM peak. Also 2021 traffic data were impacted by COVID and more than 10% different compare to pre-COVID level. More recent traffic survey or SCATS count data should be assessed to understand post-COVID traffic level / pattern.	Major		
15	Report	3.2	There is 3 types of heavy vehicles (up to 12.5m) to access the loading dock. It is not clear how to capture it in SIDRA model and no swept path analysis provided in the report	Minor		

Lane Configuration

Lane Disciplines

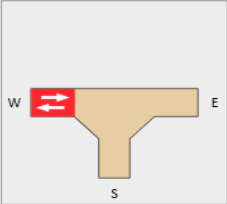
Lane Data

Import Initial Demand

Quick Input

View Display

Approach Selector



Military Road (W)

Legend: Lane Selector


Approach Lane

Exit Lane

Selected Lane/Island

Strip Island/Short Lane

Lane Editor



West Approach Lane 1

App Lane

Exit Lane

Strip Island

Delete

Approach Lane Data

Basic Saturation Flow

1950 tcu/h

Lane Utilisation Ratio

Program

Saturation Speed

Program

Capacity Adjustment

-33.0 %

Use Given Capacity Adjustment Value for Network Analysis

☒

Initial Queued Demand

0.0 veh

Apply Saturation Flow Estimation

☒

Short Lane Capacity (Calibration Options)

NA

Delay Model Parameter (Uninterrupted Flow)

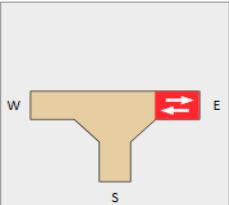
NA

Import Initial Demand

Quick Input

View Display

Approach Selector



Military Road (E)

Legend: Lane Selector

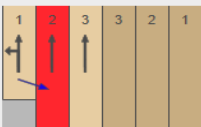
Approach Lane

Exit Lane

Selected Lane/Island

Strip Island/Short Lane

Lane Editor



East Approach Lane 2

App Lane

Exit Lane

Strip Island

Delete

Approach Lane Data

Basic Saturation Flow

1950 tcu/h

Lane Utilisation Ratio

Program

Saturation Speed

Program

Capacity Adjustment

-60.0 %

Use Given Capacity Adjustment Value for Network Analysis

☒

Initial Queued Demand

0.0 veh

Apply Saturation Flow Estimation

☒

Short Lane Capacity (Calibration Options)

Program

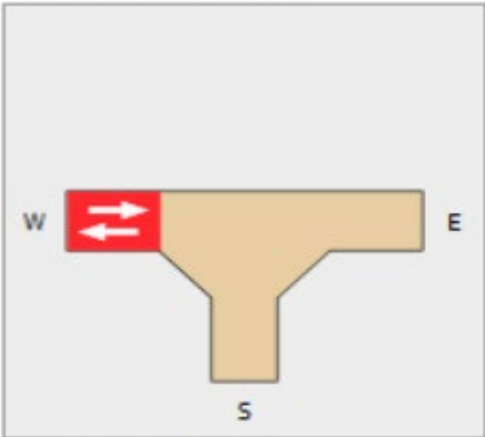
Delay Model Parameter (Uninterrupted Flow)

Program

Volume Data

	Full Crossing
Movement ID	P4
Volume (Per 60 Minutes)	50 ped
Peak Flow Factor	95.0 %
Flow Scale (Constant)	100.0 %
Growth Rate (per year)	2.0 %

Approach Selector





Military Road (W)

Data apply to Pedestrians crossing in front of the selected leg.

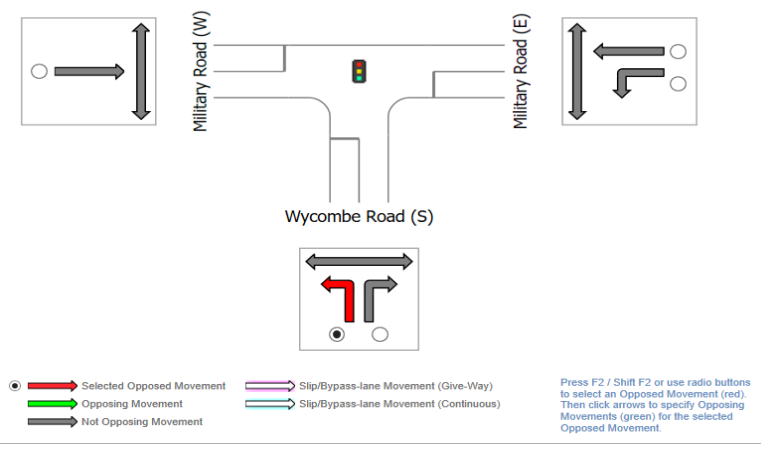
Pedestrian Movement Data

	Full Crossing
Movement ID	P4
Crossing Distance	Program ▼
Conflict Zone Length	
Opposing Pedestrian Factor	1.0
Practical Degree of Saturation	Program ▼
Saturation Flow Rate	12000 ped/h
Walking Speed (Average)	1.3 m/sec
Approach Travel Distance	100.0 m
Downstream Distance	100.0 m
Queue Space	1.0 m

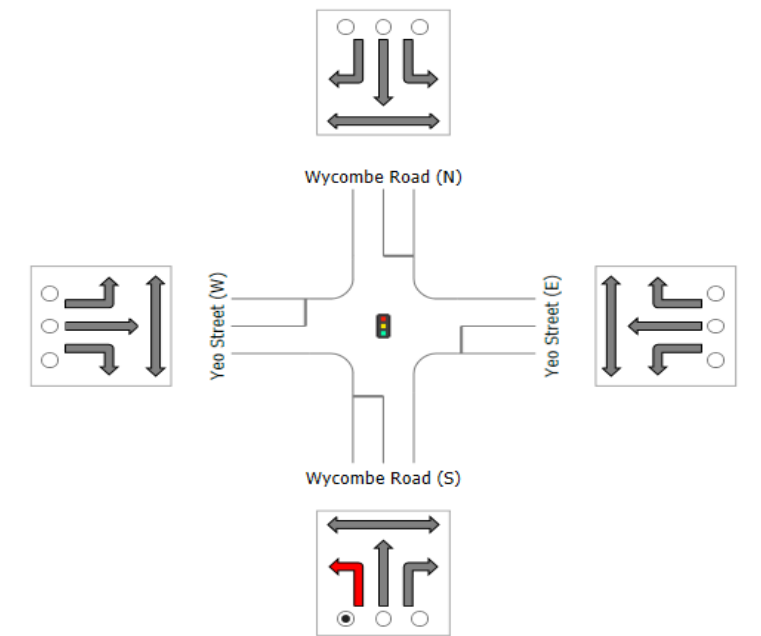
Movement Volumes for Selected Approach (Per 60 Minutes) —

From South to Exit:	W	E
	 L2	 R2
Total (veh)	69	126
Light Vehicles (%) *	97 %	97 %
Heavy Vehicles (%)	3 %	3 %
Input Check	OK	OK

* LV (%) values are calculated from other volumes specified



➡ PRIORITIES - Wycombe Road - Yeo Street (Site Folder: PM Existing)





Path Data

Calibration

Signals

Approach Selector

W E S

Wycombe Road (S)

Movement Class

☒ All Movement Classes

☐ Light Vehicles (LV)

☐ Heavy Vehicles (HV)

Movement Path Data

From South to Exit:	W	E
	 L2	 R2
Approach Cruise Speed	60 km/h	60 km/h
Exit Cruise Speed	60 km/h	60 km/h
Negotiation Speed	Program ▾	Program ▾
Negotiation Distance	Program ▾	Program ▾
Negotiation Radius	Program ▾	Program ▾
Downstream Distance	Program ▾	Program ▾

613 - Local Times

Indicates RAM value ☐ Set RAM Clear All RAM Show ROM

Phase Times Approaches Detectors Walks Special Times

	A	B	C	D
Late start	0	1.0	0	0
Minimum green	5.0	5.0	5.0	5.0
Early cut-off green	0	0	0	0
Yellow	4.0	4.0	4.0	4.0
All-red	2.5	2.5	2.5	2.5
Maximum green	100	25	0	0

PHASING & TIMING - Military Road - Wycombe Road (Site F)

Sequences Sequence Editor Phase & Sequence Data Timing Op

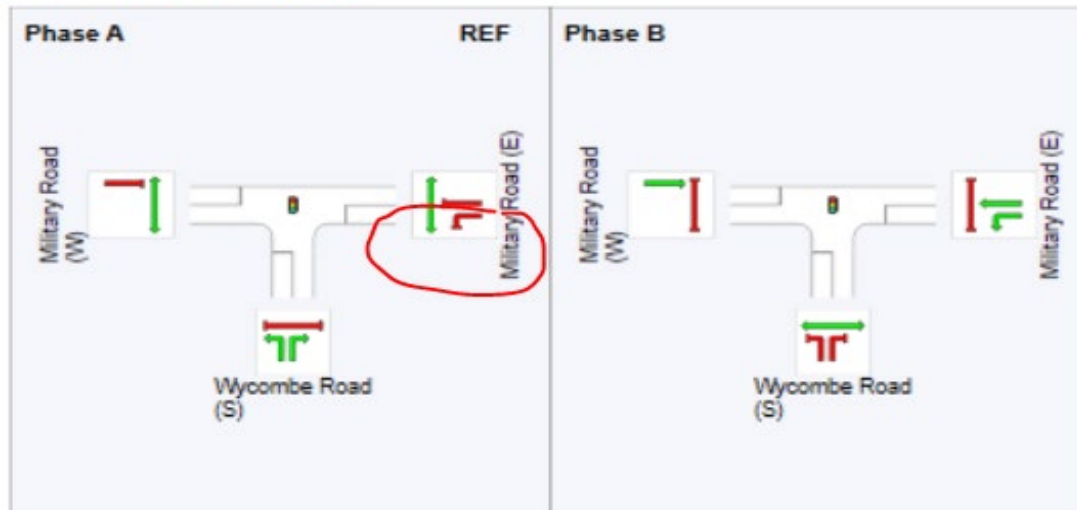
Selected Sequence (For Editing) Two-Phase

Phase Data

Phase:	A	B
Variable Phase	<input type="checkbox"/>	<input type="checkbox"/>
Reference Phase	<input checked="" type="radio"/>	<input type="radio"/>
Phase Time *	NA	NA
Phase Frequency	Input ▼ 100.0 %	Input ▼ 100.0 %
Yellow Time	4 sec	4 sec
All-Red Time	2 sec	2 sec

Dummy Movement Data:

Output Phase Sequence



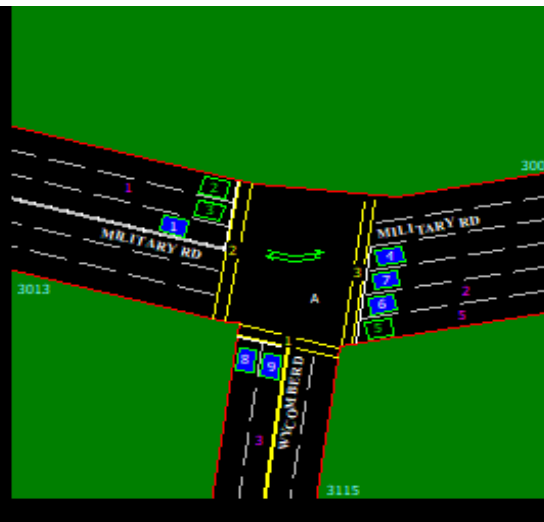
REF: Reference Phase
VAR: Variable Phase

TCS 613

NEUTRAL BAY
NSYD

SC1
SS=31

4 PHASES



613 - Local Times

Indicates
RAM value



Set RAM

Clear All RAM

Show ROM

Phase Times

Approaches

Detectors

Walks

Special Times

	A	B	C	D
Late start	0	1.0	0	0
Minimum green	5.0	5.0	5.0	5.0
Early cut-off green	0	0	0	0
Yellow	4.0	4.0	4.0	4.0
All-red	2.5	2.5	2.5	2.5
Maximum green	100	25	0	0

Passenger Car Equivalents

Movement Class	pcu / veh
Light Vehicles (LV)	1.0
Heavy Vehicles (HV)	1.65



4 September 2024

TfNSW Reference: SYD24-00895/02
Planning Proposal: PP-2022-4350

Mr Tim Coorey
Department of Planning, Housing and Infrastructure
Level 31, 4PSQ,
12 Darcy Street
PARRAMATTA NSW 2150

RE: PLANNING PROPOSAL - 1-7 Rangers Road and 50 Yeo Street, Neutral Bay – Revised Transport Assessment

Dear Mr Coorey,

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the above Planning Proposal including a revised Transport Assessment (JMT Consulting) forwarded to us on 25 July 2024. We also note that the Proponent (Woolworths Group) has advised that the 88 public car parking spaces originally included in the proposal have been removed.

TfNSW has reviewed the revised assessment and generally accepts that it addresses the issues of our previous submission dated 26 June 2024, or proposes how these matters will be addressed as part of any future Development Application (DA) for the site. Notwithstanding, TfNSW requests that the advice provided in **Attachment 'A'** is considered by the Department in the finalisation of the Planning Proposal.

For any further enquiries, please contact Stephen Briant – Land Use Planner on mobile 0414 949 990 or email: development.sydney@transport.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, appearing to read "Carina Gregory".

Carina Gregory
**Senior Manager Strategic Land Use – Eastern
Planning & Programs, Greater Sydney Division**

OFFICIAL

Level 4, 4 Parramatta Square, 12 Darcy Street Parramatta NSW 2150
PO Box 973 Parramatta CBD NSW 2124

W transport.nsw.gov.au

Attachment A – TfNSW Comments on Planning Proposal PP-2022-4350 (September 2024)

1. Issues to confirm in the revised transport assessment prior to approval of Planning Proposal:

- Please confirm Table 2 is referring to 5pm - 6pm as PM peak, not 8am - 9am
- Please confirm Table 4 is referring to PM peak and not AM peak (as per the table caption)
- Please confirm Table 2 is referring to 5pm - 6pm as PM peak, not 8am - 9am

2. For attention at the DA stage:

- Bicycle parking and end of trip facilities are to be detailed as part of a subsequent DA for the site;
- A Green Travel Plan will be prepared as part of a subsequent DA for the site;
- The part time bus stop on Rangers Road fronting the site will not be impacted by the proposal and will be retained;
- Buses will be able to continue to safely operate along Yeo St and Rangers Road to access the Bus Zone in Rangers Road;
- Parking controls for the site are proposed to be consistent with rates noted in the current North Sydney DCP, with the final number of spaces to be confirmed as part of a subsequent DA for the site;
- No vehicular access / egress to or from the site is proposed to be provided from Military Road or Rangers Road;
- Swept path analysis to be undertaken as part of a subsequent DA for the site. Required to show the entry and exit of vehicles from the proposed development, including larger construction vehicles accessing the site from all entry points.
- A Construction Traffic Management Plan (CTMP) to be prepared prior to the commencement of works and include detailed plans for mitigating the impact of construction traffic on local roads. This should include potential detours, timing restrictions to avoid peak periods, and communication with residents and businesses.

3. For information prior to the DA stage:

- North Sydney Council has proposed an upgrade to the pedestrian crossing at the intersection of Rangers Road and Yeo Street for the upcoming financial year under the Safer Roads Program. The project is currently under review with CRS.
- Military Road is not designated as a heavy vehicle route (19m B-double). Service and single-unit vehicles must be tested for compliance.