

New Sydney Fish Market

# **Preliminary Loading Management Plan**

Rev.1 (DRAFT)

DRAFT

Date: 12 February 2020

Prepared By: Infrastructure NSW

## **1.0 Site Summary**

The new Sydney Fish Market will be located on Bridge Road, Glebe, opposite Wentworth Park and between Wattle Street and Bellevue Street.

The new Sydney Fish Market will include wholesale facilities and auction rooms, offices and commercial space, culinary education, retail premises including food and beverage premises (potentially with liquor licenses), back-of-house facilities and car and delivery vehicle parking spaces and ancillary uses. The new facility is to include a new foreshore promenade and wharves. The new Sydney Fish Market will be purpose built and will be supported by a state of the art back-of-house plant and recycling/waste management facilities under one roof.

All vehicular access to the new Sydney Fish Market will be via a new signalised intersection at the junction of Bridge Road and Wentworth Park Road. The development will also include a dedicated vehicle drop-off and pick-up lane on the northern side of Bridge Road, which will be used by coaches, taxis/Ubbers and general drop off and pick up.

The proposed ground level loading dock has been designed to accommodate the following vehicle capacity:

- Unenclosed loading dock – capacity for 13 MRVs and 3 SRVs
- Enclosed loading dock – capacity for 5 AVs

Of the parking spaces in the basement, 181 will be double purposed to allow parking for 137 SRVs including a 3.5m clearance height.

## **2.0 Operational Profile**

The operating hours of the existing Sydney Fish Market is 24 hours/ 7 days a week and the anticipated peak operational hours of the loading dock on each day and the new Sydney Fish Market is expected to be similar to the current operations.

Figure 1 summarises the key functions throughout a typical weekday.

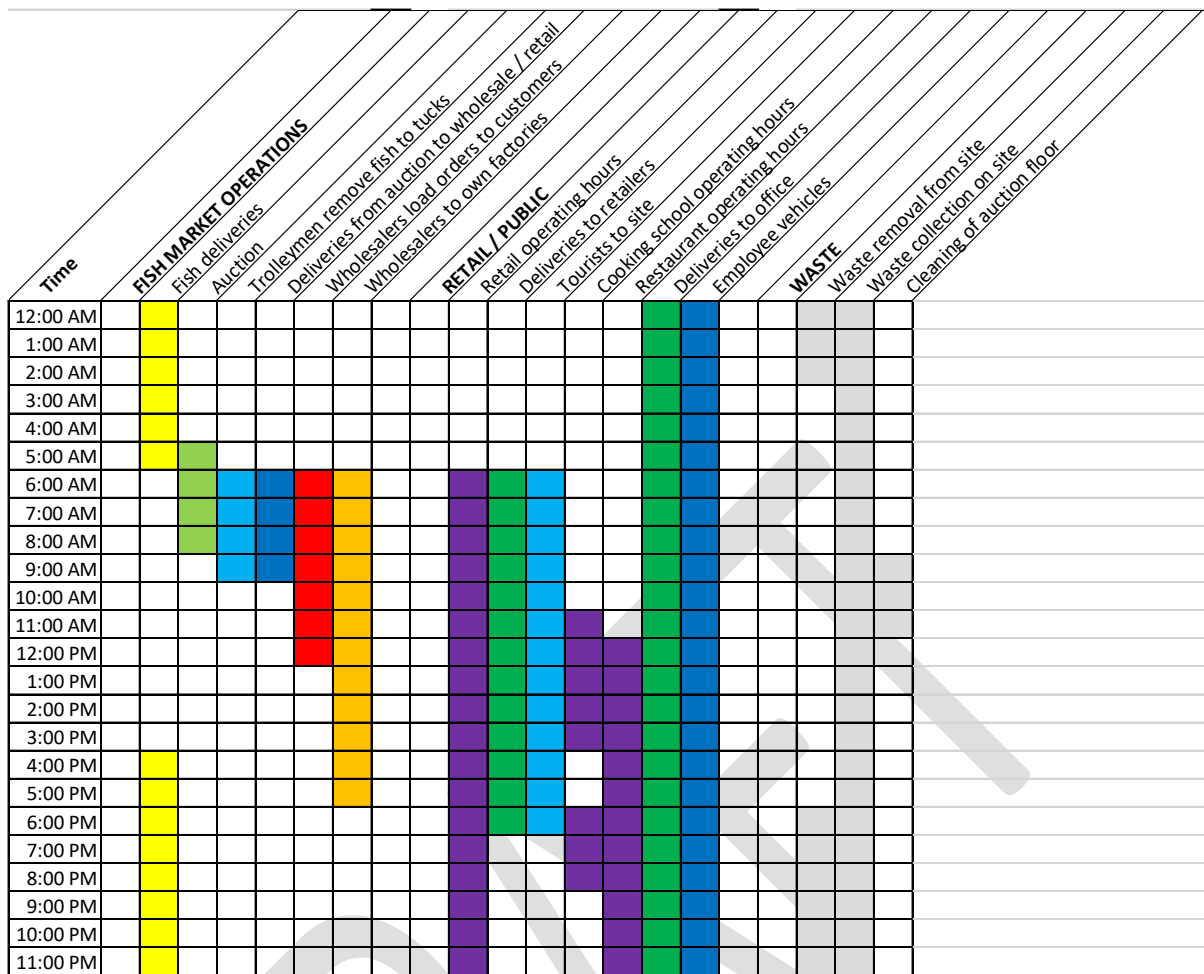


Figure 1. New Sydney Fish Market Key Functions

Additionally, it is envisaged that in future, there may be multiple auctions in a 24-hour period, i.e. main auction between 5.30am and 10.00am and a second auction during the evening/night. Although there will be extended retail trading at night it is unlikely that the dock hours of peak operation will increase.

During weekends, non-seafood traders may have deliveries and wholesalers may despatch trucks to customers e.g. restaurants.

The types of vehicles visiting the site in a commercial capacity include:

- Delivery vans
- Small Rigid vehicles (SRVs)
- Medium Rigid Vehicles (MRVs)
- Articulated vehicles (AVs)

The majority of delivery vans and SRVs will be despatched via the basement, not the ground level loading dock.

Arup has determined the profile of commercial vehicle activity for typical weekdays and typical weekends based on the existing profile of vehicle activity at the Sydney Fish Market, as well as the projected traffic demands. These profiles are shown in figure 2 and figure 3 below.

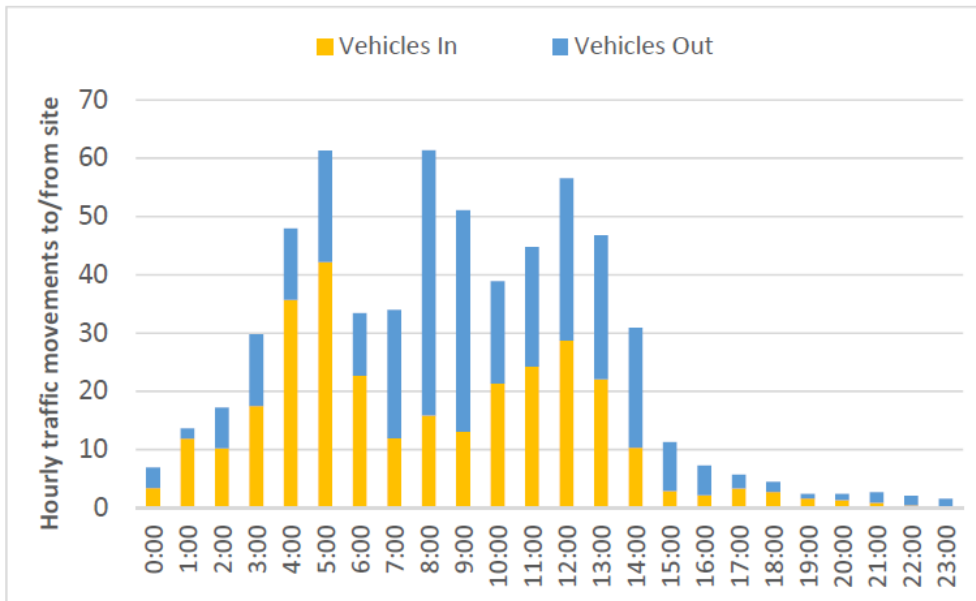


Figure 2. Forecast weekday commercial vehicle movements.

Source: Arup, The new Sydney Fish Market Traffic Impact Assessment, Rev. C, 30 September 2019.

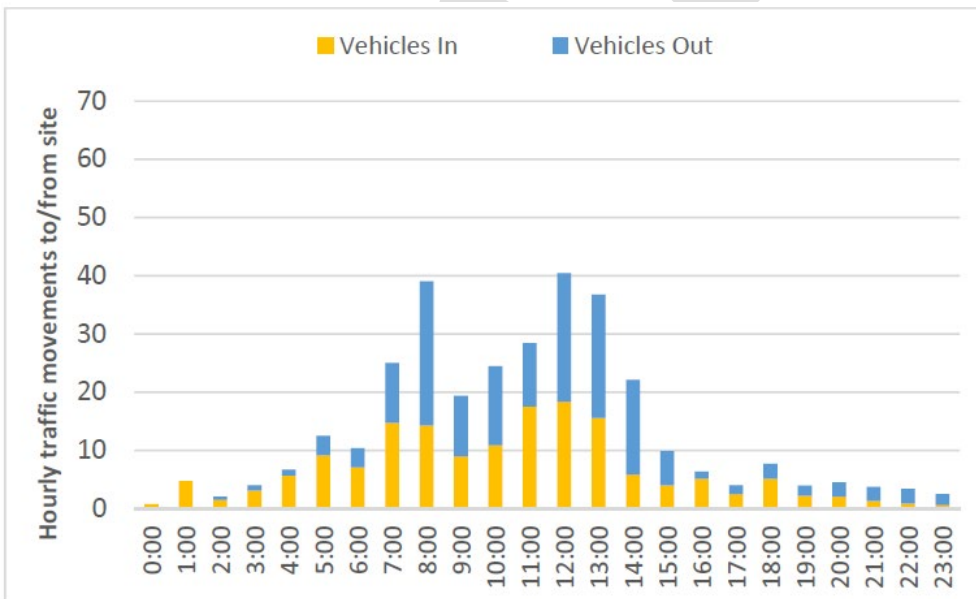


Figure 3. Forecast weekend commercial vehicle movements.

Source: Arup, The new Sydney Fish Market Traffic Impact Assessment, Rev. C, 30 September 2019.

### 3.0 Operational Management

It is envisaged the onsite management of the loading dock will consist of a combination of a manned dock management office and a dock management system (DMS). The DMS will enable the onsite management team to scheduled truck delivery times and allocate docks.

Trucks intending to use the docks will not be permitted to come to site without making a booking. The major benefit of the implementation of such a system is the ability to moderate

demand throughout the day. The allocation of deliveries to timeslots (with strict length of stay limits) reduces the risk the loading dock reaching capacity and manages traffic flow into the site during peak periods for the Sydney Fish Market. The booking system also largely mitigates the risk of vehicle queues forming to enter the site and improving the flow of traffic on the adjacent streets.

Waste collection will also be managed through the dock management system to avoid conflict and congestion with peak operational times.

### **3.1 Safety Management**

A number of operational measures are being considered to ensure safety, including:

- Clear pedestrian aisles being marked on the truck manoeuvring area
- Trucks being fitted with reversing cameras so that space can be cleared.
- Reversing beepers only being activated if an object is sighted by sensors with the warnings clearly being heard within the cabin through internal speakers.
- Dedicated area for drivers to stand while their vehicles are being unloaded.
- Congestion in the dock area being avoided by only allowing vehicles to enter when they have a scheduled delivery time.
- Commercial vehicles being marshalled by trained operational staff.
- No loading being permitted outside of dock positions.
- Vehicle speed controllers being installed on all materials handling equipment.

### **3.2 Noise Management**

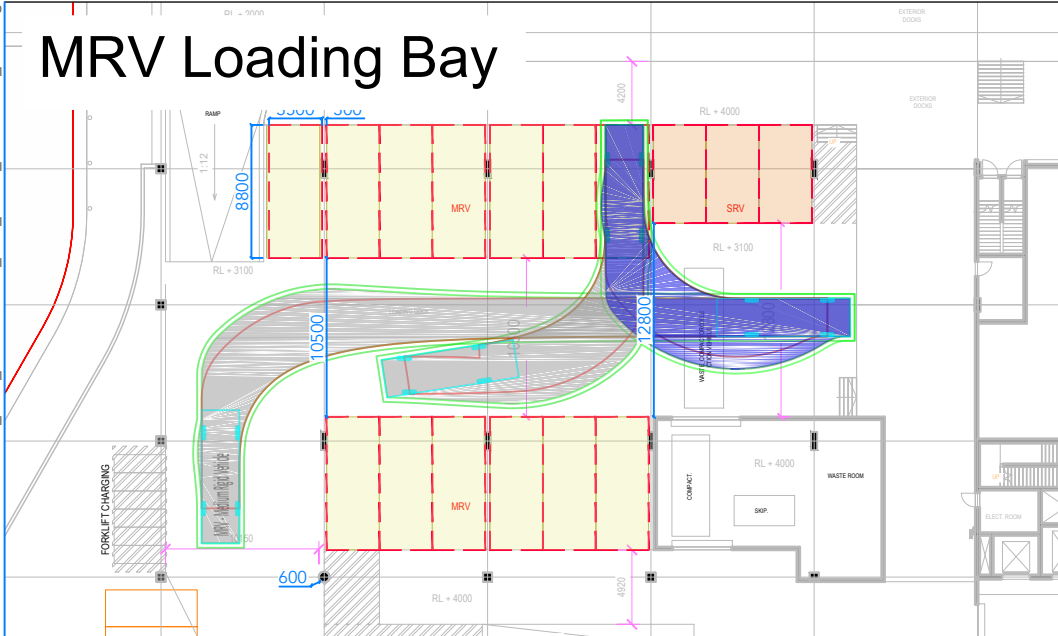
A number of operational measures are being considered to reduce noise impacts on neighbours, including:

- Disabling (or activated only by sensors) reversing alarms/beepers during night time operations. (Note: subject to being acceptable from a safety perspective.)
- Scheduled dock allocations to reduce idling and standing.
- Appropriate signage to make drivers aware of local neighbours.
- Loading of waste trucks occurring at truck tray level rather than requiring lifting compaction buns from ground to tray level.

Arup's Traffic Impact Assessment notes that the majority of heavy vehicle movements to and from the site are likely to occur via Bridge Road (rather than Wentworth Park Road) due to the access it provides to the adjacent arterial road network – particularly the Western Distributor.

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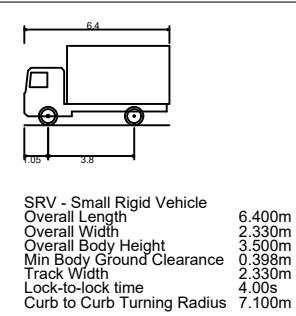
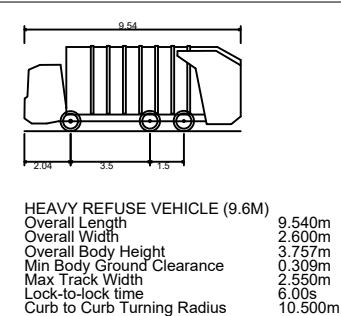
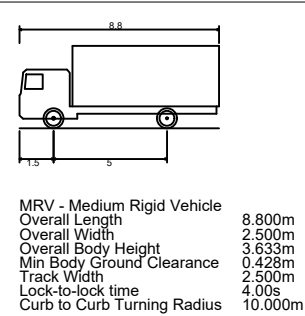
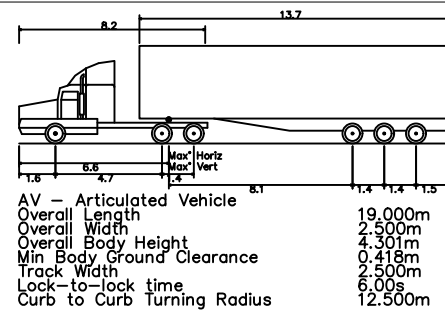
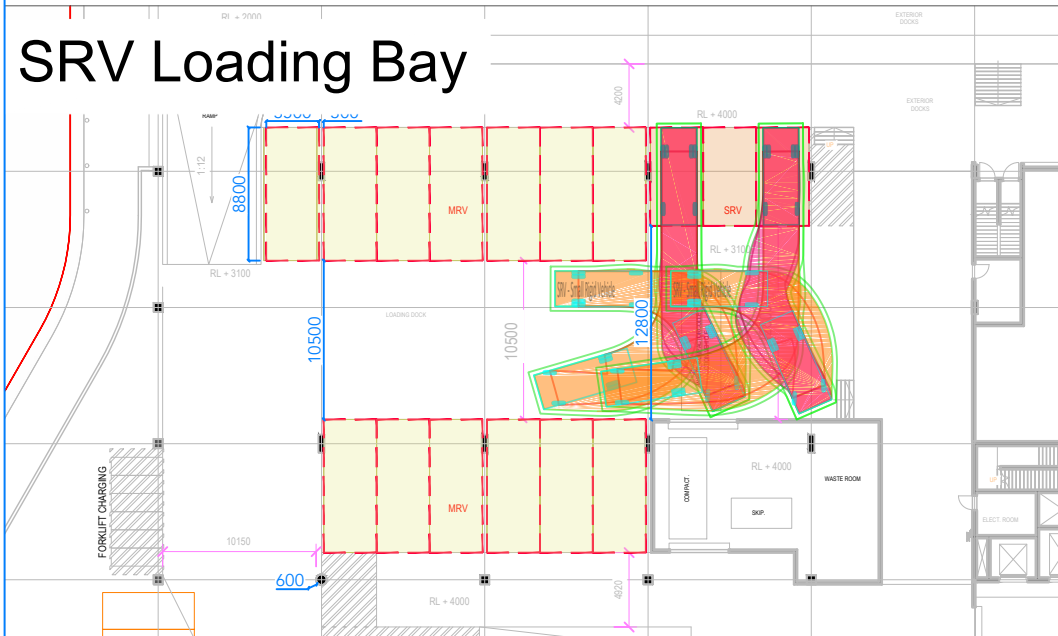
## MRV Loading Bay



## Waste Collection

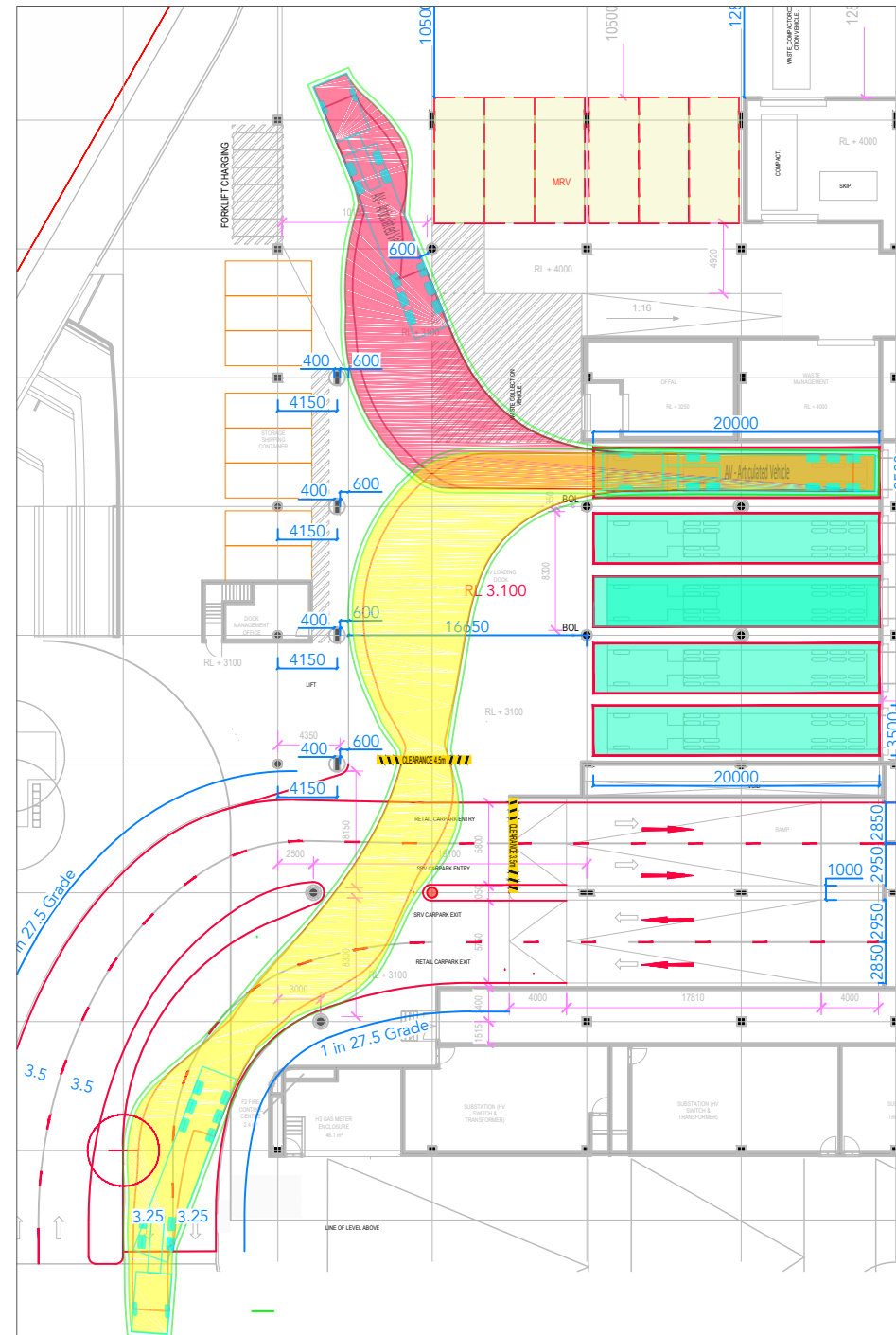


## SRV Loading Bay

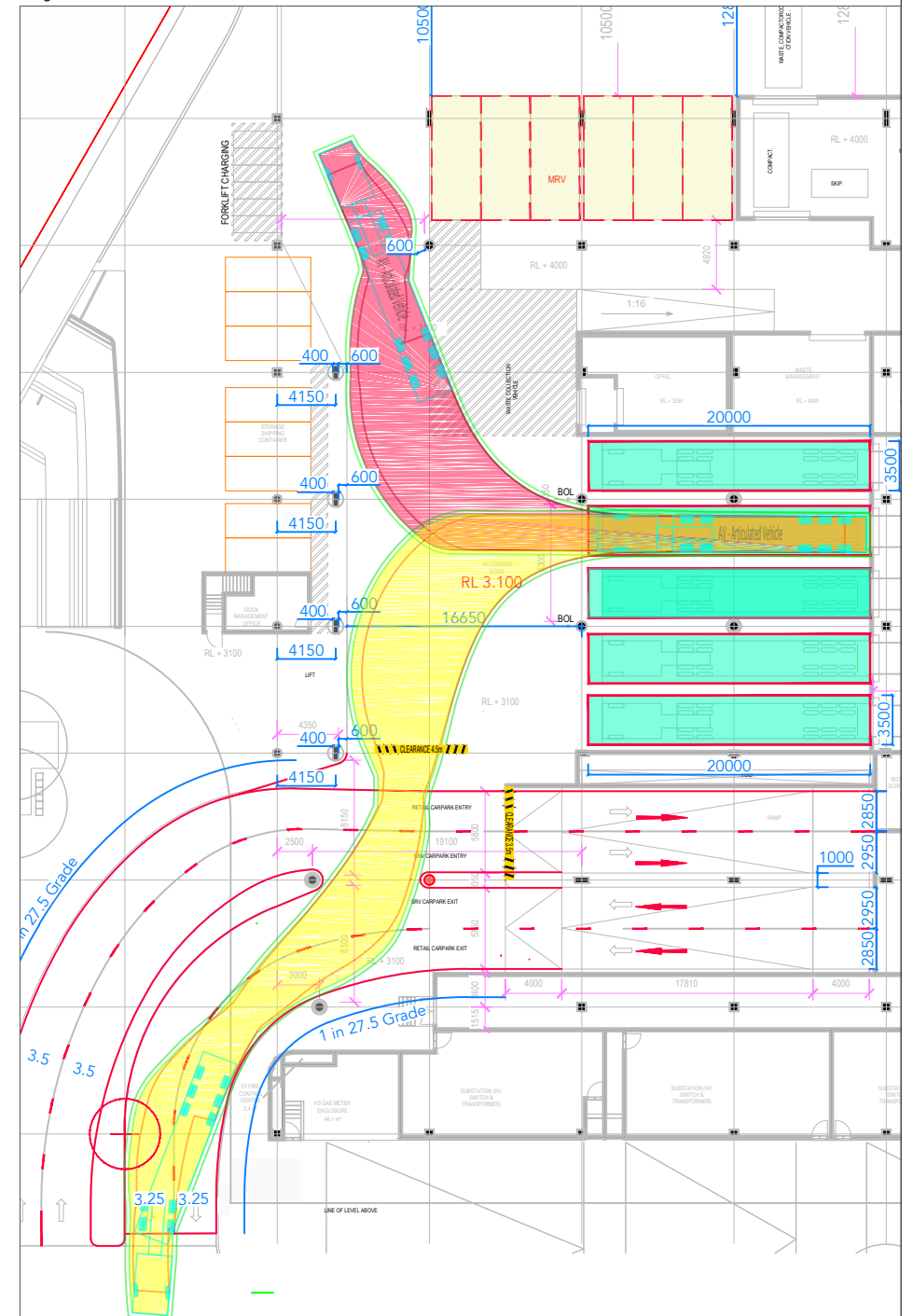


The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

A3



## Loading Bay 1

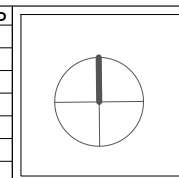


## Loading Bay 2

ptc.

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| REV | DATE     | COMMENT                   | DRAWN | REVIEWED | REV | DATE     | COMMENT                    | DRAWN | REVIEWED |
|-----|----------|---------------------------|-------|----------|-----|----------|----------------------------|-------|----------|
| 7   | 09/05/19 | Revised Loading Bay       | SW    | AM       |     |          |                            |       |          |
| 6   | 13/03/19 | Relocated service bays    | SW    | AM       |     |          |                            |       |          |
| 5   | 12/03/19 | Relocated service bays    | SW    | AM       |     |          |                            |       |          |
| 4   | 04/03/19 | Relocated service bays    | SW    | AM       |     |          |                            |       |          |
| 3   | 18/02/19 | Revised loading dock area | SW    | AM       | 10  | 27/05/19 | column grid C/3 reinstated | SW    | AM       |
| 2   |          | NOT USED                  |       |          | 9   | 15/05/19 | minor revisions            | SW    | AM       |
| 1   | 01/02/19 | Revised Assessment        | SW    | AM       | 8   | 10/05/19 | waste collection added     | SW    | AM       |



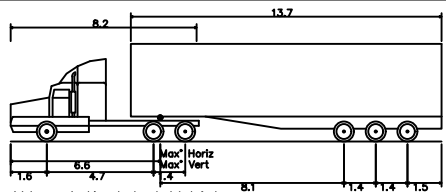
PROJECT:  
Sydney Fish Markets

DRAWING TITLE:  
Parking & Access Assessment  
Ground Floor  
Loading Bays 1-3

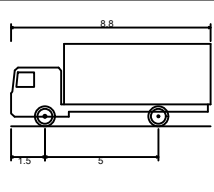
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DRG. #: SK-100  
PROJECT #: 2342  
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REV: 10

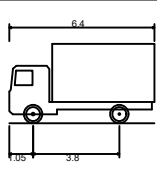




AV - Articulated Vehicle  
Overall Length 19.000m  
Overall Width 2.500m  
Overall Body Height 4.301m  
Min Body Ground Clearance 0.418m  
Track Width 2.500m  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 12.500m

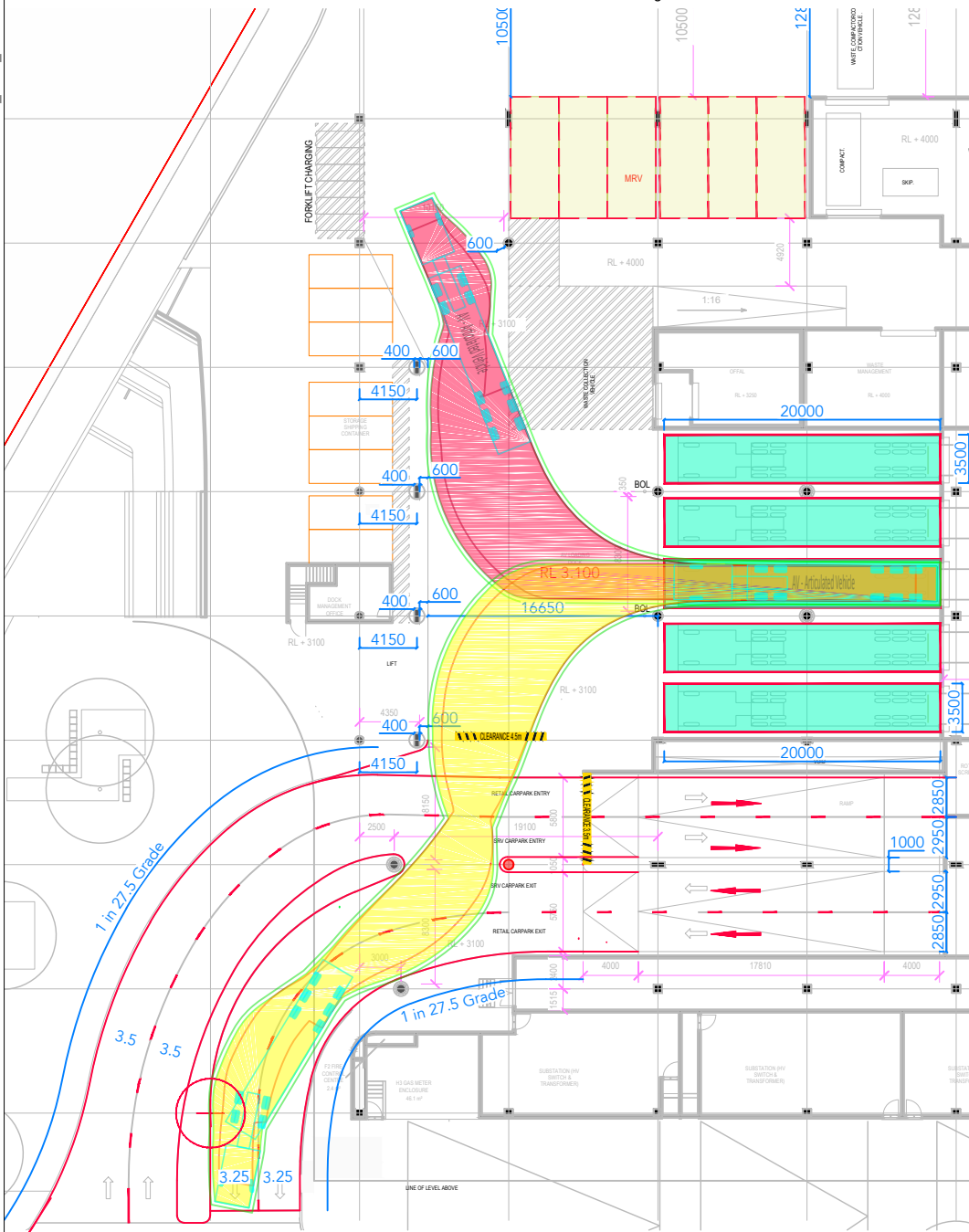


MRV - Medium Rigid Vehicle  
Overall Length 8.800m  
Overall Width 2.500m  
Overall Body Height 3.633m  
Min Body Ground Clearance 0.428m  
Track Width 2.500m  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 10.000m

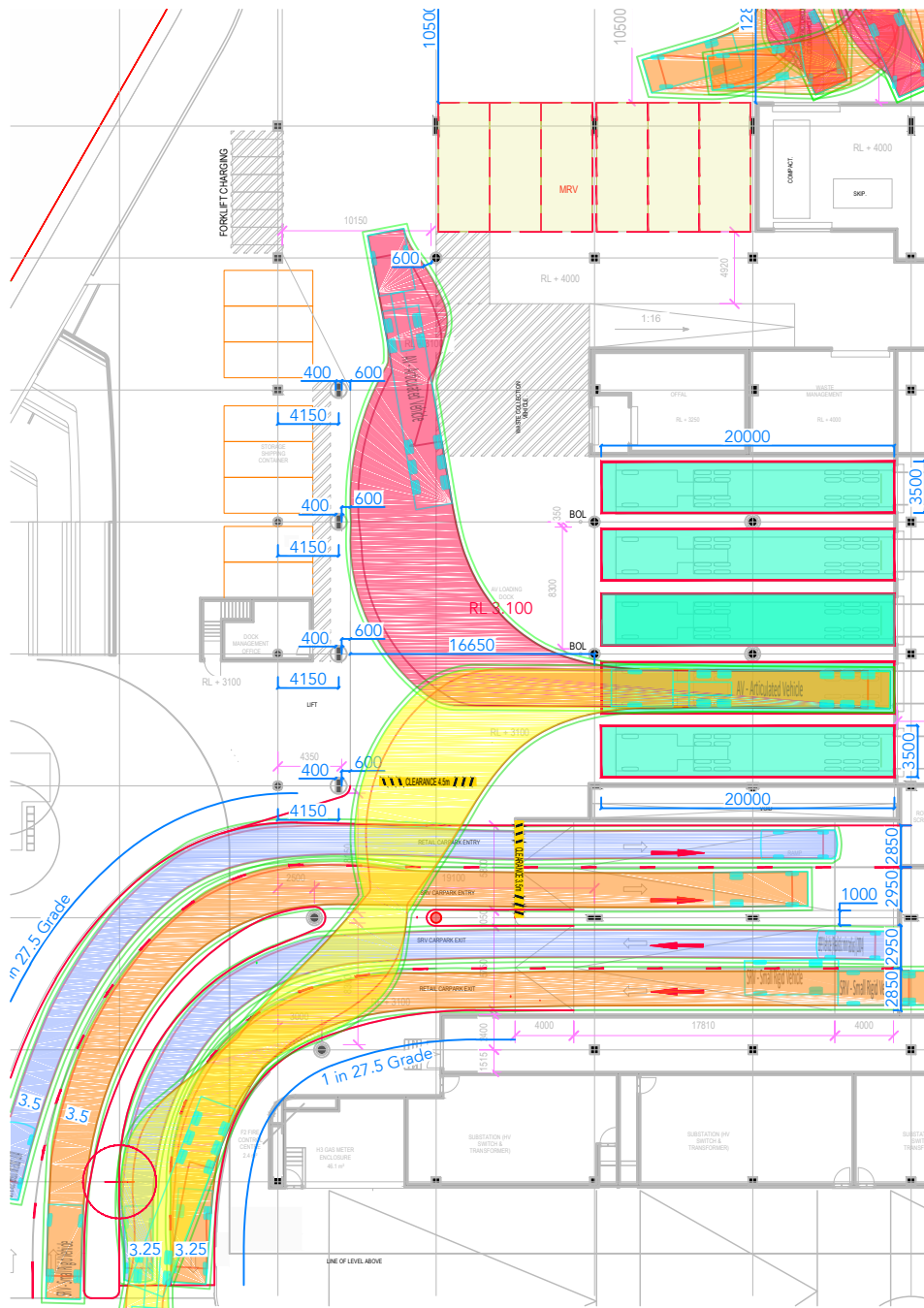


SRV - Small Rigid Vehicle  
Overall Length 6.400m  
Overall Width 2.330m  
Overall Body Height 3.500m  
Min Body Ground Clearance 0.398m  
Track Width 2.330m  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 7.100m

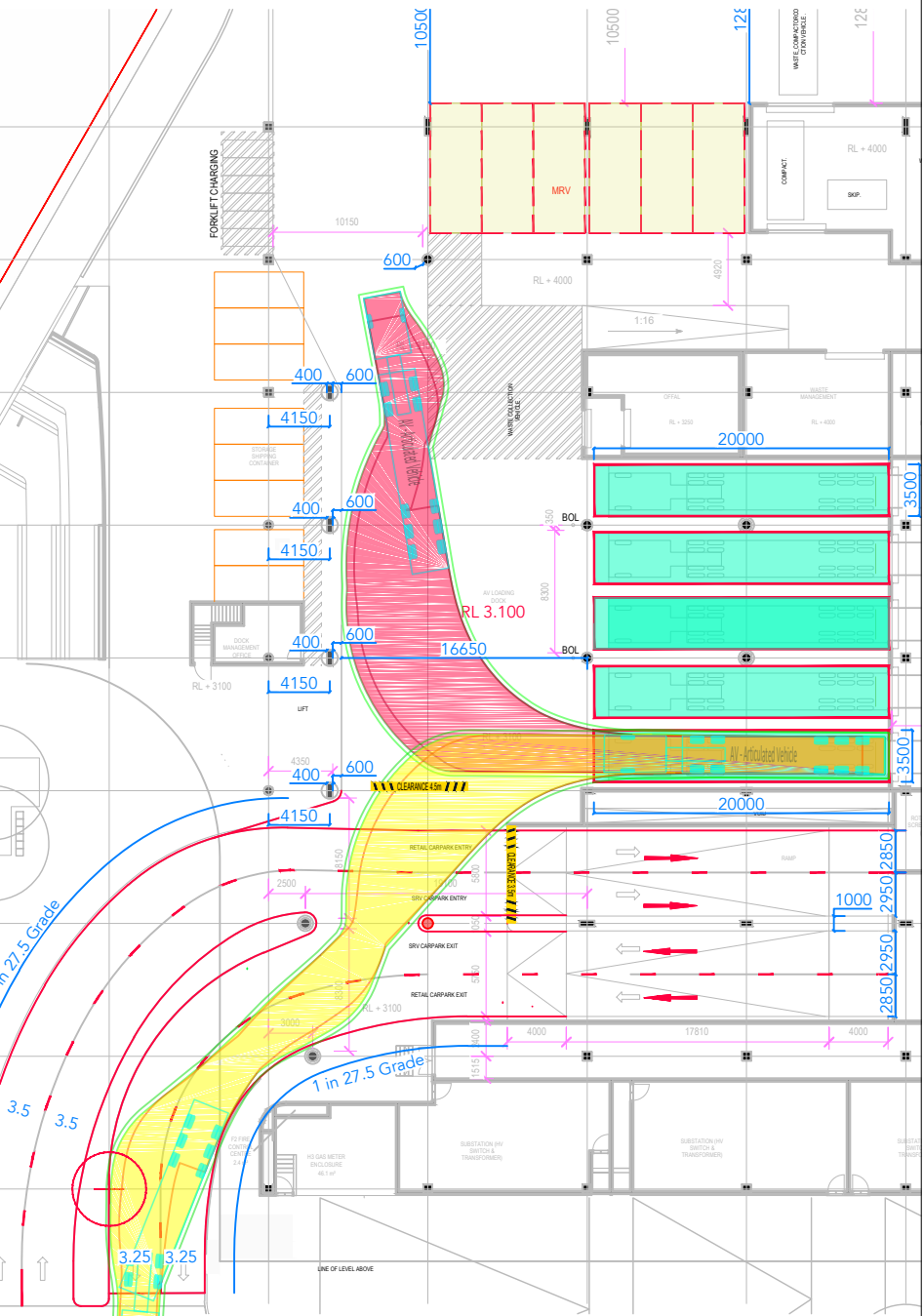
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Loading Bay 3



Loading Bay 4  
and B99 / SRV



Loading Bay 5



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PROJECT:  
Sydney Fish Markets

DRAWING TITLE:  
Parking & Access Assessment  
Ground Floor  
Loading Bays 4-6

CLIENT: Urban Growth  
DRG. #: SK-101  
PROJECT #: 2342  
SCALE: 1:500

REV: 10