



April 2010

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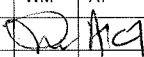


**Redevelopment of the Sydney Fish Market
Blackwattle Bay, Pyrmont NSW**
Part 3A Project Application

Prepared for Sydney Fish Market Pty Ltd

April 2010

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REDEVELOPMENT OF THE SYDNEY FISH MARKET, BLACKWATTLE BAY, PYRMONT

Part 3A – Major Projects Application

PART A: PROJECT APPLICATION

1.0 PART 3A PROJECT APPLICATION

1.1 Introduction

This submission, comprising a Project Application, a preliminary Environmental Assessment and a preliminary Concept Plan, has been prepared by Conybeare Morrison, on behalf of Sydney Fish Market Pty Ltd for the redevelopment of the Sydney Fish Markets at Blackwattle Bay, NSW.

The site is owned by the NSW Treasury.

1.2 Project Description

The Development Proposal is for the redevelopment of the Sydney Fish Market (SFM) located at Blackwattle Bay, Pyrmont, sited west of the Western Distributor. The area of redevelopment that is subject to this Part 3A Project Application comprises the:

- SFM site north of the Fish Market Main Building;
- Foreshore area fronting Blackwattle Bay;
- Open car parking area west of Bank Street.

The application **excludes** extension to the Ground Floor Level of an existing building to the north of the site as marked in the Preliminary Concept Plan (Appendix 2). This building will be subject to a Part 4 application under the EP&A Act to the City of Sydney Council.

The Sydney Fish Market is the largest working fish market in the Southern Hemisphere and incorporates a working fishing port, wholesale and retail fish market, food and beverage outlets, a seafood cooking school as well as being a tourist attraction and a harbourside entertainment precinct.

The Development Proposal is generally in accordance with the Masterplan for the site approved on 16th February 2005 by the former Department of Infrastructure Planning and Natural Resources.

The proposed development will provide additional retail outlets and wholesale trading areas, a new harbourside public precinct and foreshore broadwalk. New 2-4 storey buildings incorporating car parking levels and a revitalised public foreshore precinct are proposed to be erected on the existing surface car parking area. The existing Fish Market Main Building, located at the southern portion of the site will remain in the first instance and will be redeveloped at a future stage.

It is anticipated that the redevelopment of the site will increase the retail and wholesale floor area by approximately 36%, with a multi-storey car park. The total of approximately 630 car spaces will be accommodated on the site.

The redevelopment will improve the Fish Market's appearance, its functional performance, occupational health and safety and environmental impact. It will increase the public domain, improve access to the foreshore and will upgrade this retail precinct to world class standards.



Figure 1: Sydney Fish Market, Blackwattle Bay, Pyrmont

1.3 Project Application

The purpose of this submission is to:

1. Seek a declaration by the Minister under Section 75E of the EP&A Act and Clause 6 of the *State Environmental Planning Policy (Major Projects) 2005*, that the proposed development be considered as a "Major Project" to which Part 3A of the Environmental Planning and Assessment Act 1979 applies. The development of the type described in Schedule 2 (Specified Sites) of the Major Projects SEPP, and is a major project to be determined under Part 3A of the Environmental Planning and Assessment Act 1979.

The development is of the type described in Schedule 2, Part 3A projects – Specified sites. The proposed development falls under the category of:

Schedule 2, Item 10 – Sydney Harbour Foreshore Sites, which applies to:

1. Development (with a capital investment value of more than \$5 million) in the area identified on Map 9 to this Schedule.

The proposed development, as a class of development, satisfies the above criteria in that it has a capital investment of more than \$5 million, and it is identified on Map 9 of the Schedule as *Bank Street (including the Sydney Fish Market)*.

2. Request, if the Minister agrees that the proposal falls within Part 3A, that the Director-General of the NSW Department of Planning issues the requirements for the preparation of an Environmental Assessment Report to accompany the Concept Plan for the proposed development.

Map 9-Schedule 2-Sydney Harbour Foreshore Sites

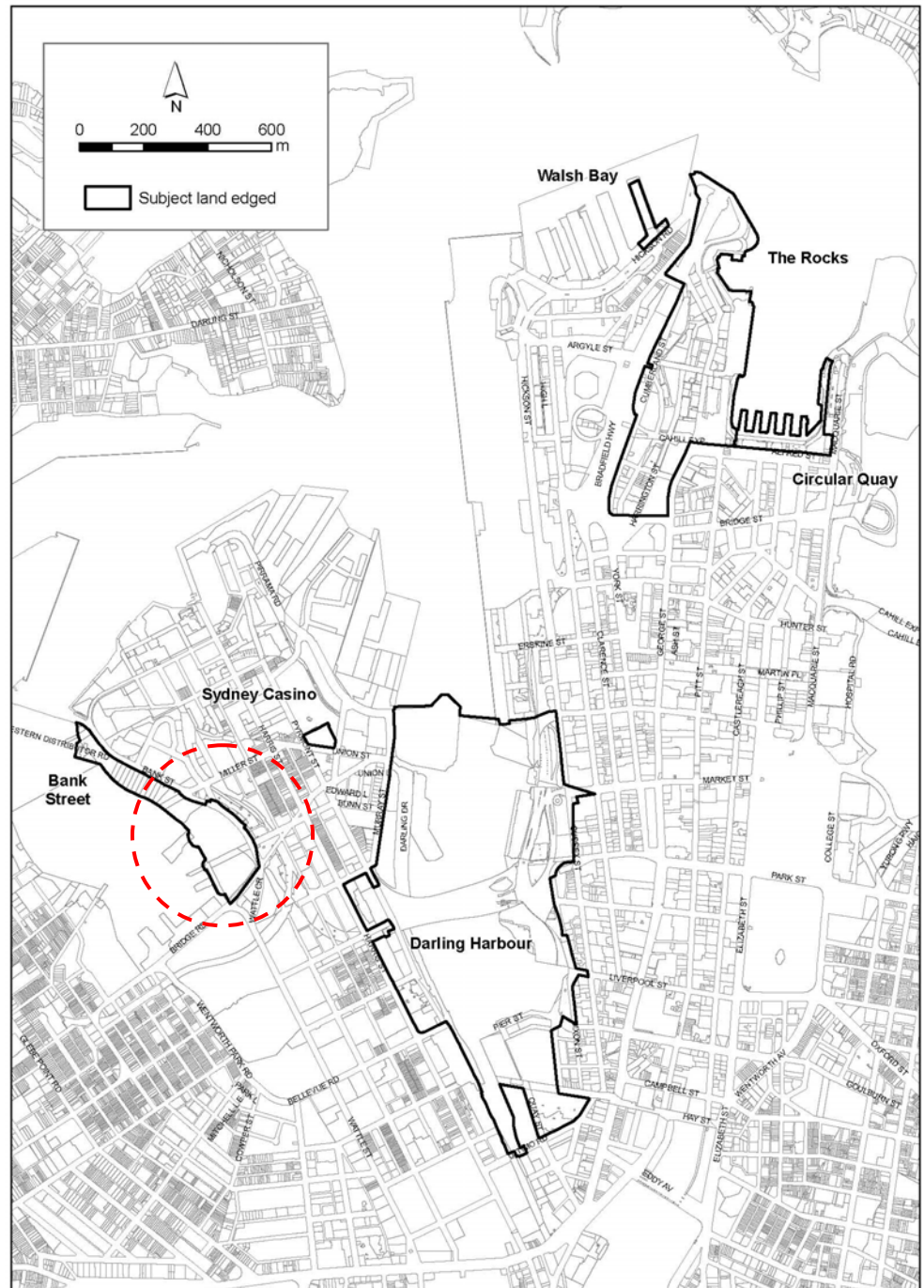


Figure 2: Map 9, Schedule 2 – Sydney Harbour Foreshore Sites (SEPP Major Projects 2005)

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PART B: PRELIMINARY ENVIRONMENTAL ASSESSMENT

2.0 THE SITE

2.1 Site Location, Area and Description

The Sydney Fish Markets (SFM) is a significant Sydney harbour foreshore site located on the north-eastern foreshores of Blackwattle Bay, and partly beneath the eastern approaches of the Anzac Bridge, Pyrmont. It is located between the areas of Pyrmont, Wentworth Park and Glebe. Blackwattle Bay is a busy maritime precinct with a character that is unique to Sydney.

SFM is located 2kms from the Sydney GPO. The SFM site is irregular in shape and has a total area of approximately 44,000m². It has an approximate 310m harbour frontage and approximate 267m frontage to Bank Street. The site slopes in a south westerly direction towards Blackwattle Bay with an average fall of 3.2m. The western part of the site is underlain by fill to an approximate depth of 2.4m, which is tidally influenced. The Western Distributor and viaducts to the east provide a physical and visual barrier to the SFM and foreshore areas of Blackwattle Bay from the city.

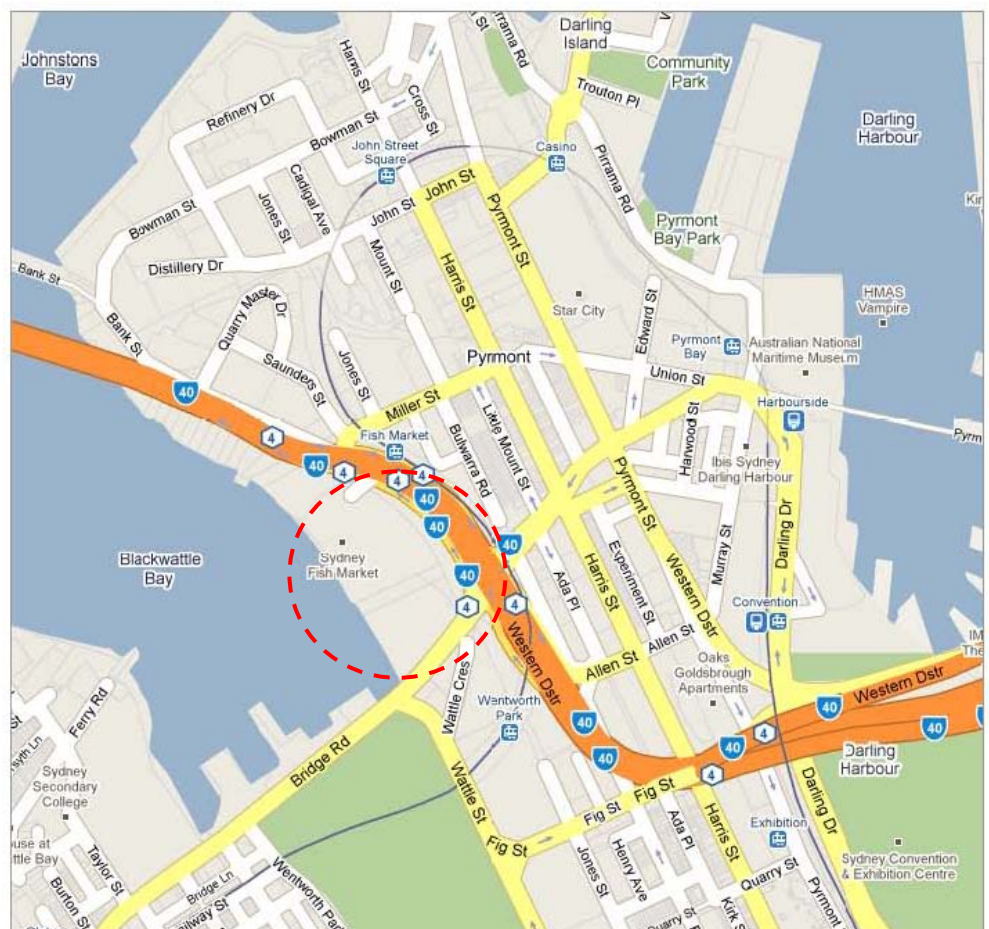


Figure 3: Location map

2.2 Land Use and Ownership

The SFM site is leased from the State Government under a 50 year lease to Sydney Fish Market Pty Ltd (SFMPL). The shareholders include fishermen, merchants and tenants who operate from the market.

The car parking areas located on Bank Street underneath the Western Distributor ramp form part of the SFM site. This land is owned by the City of Sydney Council and leased to SFMPL.

2.3 Function and Operation

SFM is the largest market of its kind in the Southern Hemisphere and consists of a diverse range of retail and wholesale operations and a large number of tenants.

The various uses of the site include an auction hall, wholesaling, processing and distribution, restaurants, take away food outlets, seafood and ancillary retail. Associated activities include ice manufacturing, refrigeration, office activities and a seafood school.

It is an authentic fisherman's market, incorporating a working fishing port, wholesale fish market and fresh food market. The retail market receives approximately 2 million customer visits annually.

There are active wharves that link to the SFM site which are integral to SFM operations. Two of the wharves are used by the fishing fleet: the central wharf for loading and unloading with direct access to the selling floor and the more northerly wharf is used by the fleet for mooring.

2.4 Surrounding Road Network

The site is surrounded by the major arterial roads: Pyrmont Bridge road to the south; Jones Street to the north-east; and the overhead lanes of the Western Distributor and Bank Street to the east. The access driveway of the adjoining Hymix concrete batching plant adjoins SFM northern boundary, and the foreshore of Blackwattle Bay forms the site's western boundary.



Figure 4: Surrounding road network (source: SFM Master Plan – 2005)

2.5 Site Access

2.5.1 Vehicular access and circulation

Access to SFM is via a dedicated access road that adjoins Bank Street at the northern end of the site. This is the only access point for vehicles and is used by both commercial and private traffic.

There is a service road along the south western edge of the Fish Market Main Building that abuts onto the Pyrmont Bridge Road/Wattle Street intersection. Access to the service road is via the car park. There is no access from Pyrmont Bridge Road/Wattle Street due to a lack of turning/deceleration facilities. The service road is adjacent to a popular outdoor dining area, and patrons are required to cross the service road in order to access the dining area.

2.5.2 Car parking

The site includes a car park with approximately 425 spaces, which operate at or near capacity most days, but particularly on Fridays, Saturdays and Sundays. The car park is located on the central portion of the site but also occupies land adjacent to Bank Street and underneath the existing Western Distributor upload ramp. During the Christmas peak, the Hymix site is also used for parking, which provides an additional 200 spaces.

2.5.3 Loading facilities

A loading dock containing 21 docks is situated at the front of the auction hall. Trucks are required to negotiate the car park in order to access the loading dock. The layout of the site is such that all arrivals, including commercial vehicles and public transport users, are required to travel through the car park to access the Main Building.

2.5.4 Pedestrian access

Although SFM is located within a 10-15 minute walk from the Sydney CBD, only a small number of patrons arrive from the city on foot. The majority of pedestrian movements are generated from the local Pyrmont area where the high quality of the pedestrian environment of Pyrmont encourages walking as a mode of transport.

The site is currently used by some pedestrians as a short cut between Glebe and Pyrmont. However, in general, the conditions immediately surrounding SFM are not conducive for walking given that the environment to both the south and east of the site is dominated by motor vehicles and that pedestrian entries to the site at Pyrmont Bridge Road and Bank Street are not well defined. Current lighting along Bank Street is unsatisfactory and leads to an area of poor pedestrian amenity.

At the south-eastern corner of the site there is a mismatch in the alignment of the signal controlled pedestrian crossing of the westbound on-ramp to the Western distributor and the site. This is a key problem in the immediate pedestrian network.

2.5.5 Water access

The southern wharf provides berthing for commercial cruise boats. This wharf is publicly accessible with berthing available for visitors arriving by boat and water taxi. There are approximately 20 berths on the wharf, some of which are permanently occupied. During peak periods limited mooring space restricts the number of vessels able to moor.

The fishing fleet is an integral part of the authenticity of SFM. The fleet uses the central wharf for unloading and loading with direct access to the selling floor. There are approximately 6 berths on this wharf. The most northerly wharf is used for permanent berthing for the fishing fleet. There are approximately 21 berths on this wharf. The fishing fleet currently operating from the SFM site consists of 7 vessels which operate in Sydney Harbour and 14 larger vessels which operate along the coast of NSW.

2.6 Existing Public Transport

The site is well located with access to public transport, being within close proximity to both light rail and bus services. The Metro Light Rail (MLR) alignment runs close to the site with two stops within an easy walking distance: Fish Market and Wentworth Park. The Fish Market stop is approximately 100m from the Bank Street entrance to SFM, with a pedestrian crossing at the existing traffic signal. Both stops provide a direct connection to Central Station and the City Rail network.

The bus stop on Pyrmont Bridge Road provides a connection from the site to Railway Square. Other bus services in the Pyrmont area provide good connections to the CBD and the Victoria Road bus corridor to Ryde.

Monorail services are peripheral to the site, with the closest stop located at Harbour side shopping centre at Darling Harbour, approximately 560m walk from SFM. Heavy rail services are too remote from the site to provide a realistic travel opportunity.

The closest actively used ferry is in Pyrmont Bay, approximately 715m walk from SFM. The *Ultimo-Pyrmont Urban Development Plan* identifies SFM as a possible future ferry stop. SFM has a publicly accessible wharf for people who want to visit the site by water taxi. A taxi rank for 2 motor vehicles is provided within the site.

There is good public transport coverage during the business hours of the site's peak trading days. However, there is a lower level of public transport access available in the early hours.

2.7 Site Infrastructure and Services

Existing services are generally located within the adjoining road network of Bank Street, Jones Street and Pyrmont Bridge Road. A number of stormwater drainage pipes which traverse the site carrying stormwater runoff from Bank Street and the overheard Anzac Bridge approaches to Blackwattle Bay.

The capacity and location of existing on site services has been assessed to be generally inadequate, with replacement, upgrading and/or augmentation to meet the required future redevelopment needs of the site. The following infrastructure has been identified as requiring augmentation:

2.7.1 Stormwater and drainage

All known stormwater pipes at the site discharge into Blackwattle Bay. A new internal stormwater drainage system will be required to accommodate the proposed SFM redevelopment for surface road, car parking and roof runoff collection. Gross pollutant traps will need to be constructed upstream of any discharge point to prevent sediment being discharged into Blackwattle Bay. Provision is to be made for overland stormwater flows through the site to the Bay from the intersection of Bank and Miller Streets.

2.7.2 Sewerage

A new sewer system to service the new buildings must be provided to connect to the Bank Street sewer carrier via a new sewer pumping station. Some development adjoining the Bank Street frontage may be able to connect directly to the carrier but will require negotiations with the Sydney Water Corporation. A wash down facility and a central grease trap for new buildings need to be provided.

2.7.3 Electricity

There are two substations located within the site. There are three other substations located along Bank Street. The existing on-site substations are currently at capacity and may need to be replaced by a new electricity substation connected to the substations in Bank Street.

2.7.4 Telecommunications

Telecommunications networks exist in Bank Street, Jones Street and Pyrmont Bridge Road. This network is primarily owned by Telstra and currently services SFM. Optus telecommunications infrastructure is located in the east side of Bank Street and Miller Street. Generally there are no servicing constraints on any proposed redevelopment of SFM. All new buildings are to be connected to the existing communication cables in the surrounding streets.

2.7.5 Water Supply

The main water supply system is located in Bank Street, Jones Street and Pyrmont Bridge Road. The network has ample capacity to service the redevelopment of SFM. Water supply and fire fighting service lines also extend along the wharf to service the fishing fleet, however, details of their location and alignment are not currently known. The supply capacity of these water supply lines appear to be adequate for current operational needs.

2.7.6 Gas

SFM is supplied by a secondary gas main located within the site adjacent to the SFM Building. The secondary main should have sufficient capacity to service the redevelopment of the site.

2.8 Environmental Issues

A review of the environmental issues relevant to the current operations and management of the site was examined.

2.8.1 Odour

The main air emission problem at the site is odour. Activities in the car park such as processing and transport of fish, hosing out retail premises and trucks, and oil spills result in pools of wastewater which accumulate in depressions in the uneven surface of the car park. As the water evaporates fish waste gets baked in the asphalt. This results in offensive odour, and the untreated stormwater runoff is directed into Blackwattle Bay by the slope of the site. This has the potential to contaminate the Bay.

Odour associated with offal and putrescible waste is controlled by refrigeration of the waste until it is removed from the site.

There is currently a lack of separation of waste storage areas from customer areas.

2.8.2 Stormwater and Sewage

Stormwater drainage is not treated to remove oil, grease or solid waste prior to discharging into the Bay. This has the potential to contaminate the Bay.

Tenants in the car park area are discharging untreated water to the sewer and others are not using and/or cleaning gross pollutant traps on their premises. This results in on site flooding of retail premises and causes problems with sewer lines on site.

There is an existence of blocked and/or ineffective drains.

2.8.3 Contamination

Dumping of waste oil in drums and buckets on the shore of Blackwattle Bay from boats.

There is a likelihood of soil contamination from underground storage tanks.

Activities in and around the car park such as processing and transport of fish products, hosing out of retail premises and trucks, and oil spills all have the potential to contaminate stormwater runoff entering Blackwattle Bay.

2.8.4 Noise

The surrounding land use activities generate high levels of noise. Key noise sources are:

- The adjacent concrete batching plant near the northern boundary (day and night time); and
- Road traffic using the Anzac Bridge and Bank Street (day and night time).

Noise currently associated with SFM operation audible at night time at residential locations includes:

- Trucks entering and existing SFM: audible at residences in Jones Street;
- Mechanical plant noise: just audible at residences in Jones Street;
- Trawlers approaching SFM: just audible at residential locations in Ferry Road; and
- Maximum noise level generated from the SFM ranging from 57dBA to 77dBA at 4:30am. Some trucks entering and exiting the SFM at night time exceed the sleep disturbance criterion of 64dBA.

2.9 Heritage Considerations

2.9.1 European heritage

A significant portion of the site comprises reclaimed swamp land of Blackwattle Bay. Analysis of the historical evolution of the Pyrmont precinct has identified five principal periods of change and development:

- The first phase – 1806-1853, was when the area was essentially swampy foreshore land and cove.
- The second phase – 1856-1880, saw the foreshore land reclaimed. The cove is shown as reclaimable land in an 1856 map. Reclamation of the cove occurred in the late 1800's and is demonstrated by the presence of a sandstone block sea wall retaining mostly crushed sandstone and igneous gravel fill with occasional clay layers.
- During the period 1880-1903, a number of industries were established on the newly formed land.
- Between 1903 and 1966, the site continued to be used for industrial purposes with oil storage being the dominant use of the site.
- In 1964, a central marketing authority was established by the NSW fishing industry. In 1966, SFM was acquired by this authority as a permanent site for the fish market. Some buildings of the former oil depot were reused, which have subsequently been demolished. During the 1980s, the area south of Gipps Street was developed again for a new market and quay side shops.

There are no current heritage listings for any structure, feature or relic within the site.

2.9.2 Archaeological and Aboriginal heritage

The site is identified in the *Ultimo-Pyrmont Urban Development Plan* as a potential archaeological site. The most likely form of archaeological deposit would be shell midden comprising mature species dominated by oyster and cockle with possible small chips of flaked stone. The shell would be embedded within rich topsoil on a relatively flat area of ground or rock platform. Detection of midden deposit indicates areas where Aboriginal people camped regularly. However, given the history of disturbance and development on the site, it is unlikely that any aboriginal relics or possible midden deposit will exist.

2.10 Marine and Seawall Structures

The seawalls are in a poor state of repair, except for the rock revetment beneath the SFM boardwalk.

The walls around the SFM carpark are in a poor state of repair and appear to be affected by storm wave overtopping. The height of these walls needs to be assessed in terms of storm surge levels, flood levels and wave heights. Very little of the existing SFM carpark seawall is reusable and there are likely to be cost advantages in constructing any new vertical wall, seaward of the existing alignment.

The boardwalk is a relatively recent construction and is generally in sound condition. With regular maintenance the structure should have a service life of up to 30 years.

2.11 Flora and Fauna

The SFM is a highly altered environment with relatively little terrestrial flora. No threatened terrestrial flora species occur on the site.

A number of trees exist on and adjacent to the site including hybrid eucalyptus (Bangalay) trees along the Pyrmont Bridge Road frontage, small and mature Hill's Weeping Figs located along the eastern edge of the site. These Fig trees have been identified in the Arboricultural Assessment as unsuitable for relocation. Sydney Blue Gums located at the northern edge of the carpark and Canary Island Date Palms located along the western edge of the site adjacent to the boardwalk.

The SFM is unlikely to provide habitat for many native terrestrial fauna species. However, the Fig trees provide potential foraging habitat for the Grey Headed Flying Fox which is listed as vulnerable under the Threatened Species Conservation Act 1995 (TSC Act). The opportunity exists to plant new Fig trees on the site to provide potential foraging habitat for the Grey Headed Flying Fox. The SFM site supports a number of native waterbirds including darters, terns, seagulls and pelicans and the waters of Blackwattle Bay are likely to support marine fish species.

2.12 Landscape and Open Space

The site has limited public open space or landscaping and as a consequence, fails to capitalise on its harbour side location. The only formal open space area within the site is the grassed embankment and a lower level boardwalk promenade in front of the main building immediately adjacent to the water.

The *Ultimo-Pyrmont Urban Development Plan* identifies the partially developed system of waterfront open space within the site as an area to be developed as an active vital market place and tourist destination. The western edge of SFM is identified as part of a foreshore promenade, linking (in the long term) Darling Harbour to Wentworth Park.

2.13 Site Connections and Linkages

There is currently only limited public foreshore access around the perimeter of Blackwattle Bay, with private ownership of a number of key sites precluding the creation of a unified foreshore. The site is also currently restricted by the existing buildings located on the waterfront.

The SFM has been a self contained site, enclosed by the harbour and the adjoining site to the north. There is a distinct lack of coherent design or direct connection to the foreshore, public transport stops or other public spaces in the area such as Wentworth Park.

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3.0 THE DEVELOPMENT PROPOSAL

3.1 Description of the Proposal

The Development Proposal is for the redevelopment of the Sydney Fish Market (SFM) located at Blackwattle Bay, Pyrmont, sited west of the Western Distributor.

The proposed development will provide additional retail outlets and wholesale trading areas, a new harbour side urban plaza and foreshore boardwalk. New 2-3 storey buildings incorporating car parking levels and a revitalised public foreshore precinct are proposed to be erected on the existing surface car parking area. The existing Fish Market Main Building, located at the southern portion of the site will remain and will be refurbished at a future date.

It is anticipated that the redevelopment of the site will increase the retail and wholesale floor area by approximately 36%, with a multi-storey car park. The total of approximately 630 car spaces will be accommodated within the site and within the open car parking area west of Bank Street.

The redevelopment will improve the Fish Market's appearance, its functional performance, occupational health and safety and environmental impact. It will increase the public domain, improve access to the foreshore and will upgrade this retail precinct to world class standards.

A Master Plan for the site was submitted to the former Department for Infrastructure Planning and Natural Resources in accordance with Clause 44 of Sydney Regional Environmental Plan No. 26 – *City West*. The Sydney Fish Market was identified in SREP 26 as land subject to Masterplanning requirements, with adoption of the Master Plan by the Minister.

The Masterplan for the site was approved on 16th February 2005 by the former Department of Infrastructure Planning and Natural Resources. (Refer to Appendix 4 for the Instrument of Adoption for the Master Plan for the Sydney Fish Market, Blackwattle Bay, Pyrmont.

The subject Development Proposal is generally in accordance with the Masterplan for the site.

3.2 Key Master Plan Principles

The proposed development will comply with the key principles of the approved Sydney Fish Market Master Plan (2005) to:

- Redefine the site's public address and entry points with new pedestrian connections to public transport and neighbouring areas;
- Provide a new public foreshore promenade along the length of the site, connecting to Fish Market Square and the site's public entries at Pyrmont Bridge Road and Bank Street;
- Provide legible public open space;
- Provide new retail spaces and arcades connected to Sydney Fish Market Square;
- Provide new public car parking facilities with an appropriate number of parking spaces;

- Improve and separate loading facilities and parking for service and commercial/private vehicles;
- Enhance the streetscape along Pyrmont Bridge Road and Bank Street and public interface to the adjoining Coal Loader.
- Rectify environmental site issues.
- Maintain and enhance view corridors to and within the site;
- Maintain a working harbour character and market atmosphere;
- Increase efficiency and duration of operations;
- Ensure user safety and security; and
- Address the land and water interface.

3.3 Land Use

3.3.1 Master Plan (2005) land use principles

The key site planning principle for land use proposed in the SFM Master Plan:

to retain the authenticity of SFM environment/ working harbour character and the mix of activities and function that makes SFM special.

Other identified land use principles include the achieving or promoting of:

- A mix of appropriate and commercially viable land uses ensuring the rights of existing tenants are protected;
- Sharing Sydney Harbour, where possible, by all users with precedence given to the working harbour/ market operations;
- Flexibility to meet both current and future market opportunities;
- Greater foreshore access and pedestrian connection to surrounding areas;
- Increased amenity for pedestrian and other users;
- Increased efficiency of operations; and
- Activate ground level uses within and around the site.

3.3.2 Proposed land and water use

The proposed development is designed in accordance with the above principles to maintain and enhance the character of the fish market.

Land uses

The existing Fish Market Main Building with retail and wholesale facilities, located at the southern portion of the site, will be retained and ultimately refurbished. The building is not part of this Part 3A application.

Additional retail outlets and wholesale trading areas are incorporated in new 2-3 storey buildings with car parking levels. These facilities are to be erected on the existing surface car parking area. The aim of the expansion is to retain the existing tenants through the expansion of these existing businesses, as well as introducing new tenants that complement the existing fish market retailing ideals.

The development will additionally provide improved foreshore access with a new harbour side urban plaza and foreshore boardwalk.

The proposal maintains and enhances the seafood experience with the fish market operating as retail and wholesale market, seafood cooking school, food and beverage outlet, as well as a tourist attraction and harbour side entertainment precinct.

The planning proposed will improve the efficiency of the operation of the SFM with separation of public and working spaces as promoted by the Master Plan; and provide clearly defined public space and pedestrian connections to surrounding areas.

Water uses

“Waterways” is the approval authority for all water based activities. Reintroduction of a ferry terminal connecting the SFM with Circular Quay, as recommended by the Master Plan will be pursued.

3.4 Function and Operation

3.4.1 Master Plan (2005) function and operational principles

The function and operation principles proposed in the SFM Master Plan are to:

- Increase the efficiency of material handling on site.
- Balance improved on-site functions and operations whilst retaining the distinctive and unique visitor experience provided through direct involvement in a wholesale market place and working fish market environment.
- Areas for net drying and mending, storage of fishing fleet equipment and light maintenance works to be catered for without disrupting pedestrian flow in green space.
- Reduce the impact of vehicles on public spaces by separating where possible operational and public/pedestrian circulation, giving market operations precedence where there is a conflict.
- Hours of operation are to be revisited to optimise use of the site, in particular retail operations.

3.4.2 Proposed function and operation use

The proposed development will ensure the optimum function and operation of the various activities of the SFM in the design of access, circulation and loading requirements of the markets.

3.5 Transport, Movement and Access

3.5.1 Master Plan (2005) transport, movement and operation principles

The transport, movement and operation principles identified in the SFM Master Plan are to:

- Improve the ease of access and parking to the site by separating commercial and private vehicles movements.
- Provide an appropriate number of car parking spaces thereby relieving parking pressures within the surrounding road network.
- Improve connections to public transport as an element pivotal to the site’s successful redevelopment.
- Improve amenity for pedestrians as an essential element to improve the general ambience of SFM and achieve a memorable place.

- Provide safe and convenient pedestrian and cycle access to and within the site to foster walking and cycling for local trips as a means of encouraging community interactions, health and reduced car dependency and contributing to the vitality of the site as a whole.

3.5.2 Requirements of the Instrument of Adoption of the Master Plan

The Instrument of Adoption of the Master Plan (16.02.05) requires in its Traffic Condition that supplementary traffic and parking impact strategy is to be prepared prior to any DA determination for the SFM site, listing matters to be addressed.

Supplementary traffic studies will be undertaken in compliance with the Master Plan condition.

3.5.3 Proposed transport, movement and operation

The proposed development improves access to and movement within the site by separating service loading areas, public parking and pedestrian circulation. Connections to public transport are improved, and pedestrian and cyclist routes are integrated into the broader context of Pyrmont and Blackwattle Bay. A bicycle path adjacent to Bank Street is proposed in accordance with the *City of Sydney Cycle Strategy and Action Plan – 2007-2017*.

Vehicular access and circulation

The existing entry point to the SFM is to be retained with improvement through replanning to the ingress to and egress from the site for pedestrian and vehicles.

Pedestrian movements are to be separated from vehicular movements. Commercial vehicles are to be separated from private vehicles immediately upon entering the site.

Except for emergency vehicular access, vehicular access is to be limited to the waterfront precinct, except at the northern portion of the site, to ensure that this public precinct remains as a pedestrian zone.

Access to the fish market operations is via a service road at ground level behind the retail zone. The existing main loading area is to be retained.

Car parking

The site currently has 425 car parking spaces, located at grade. The Master Plan proposes 993 parking spaces to be accommodated within the site, which is in excess of the spaces permitted in the *Ultimo-Pyrmont Urban Development Plan*.

The proposed development provides for approximately 520 car spaces within a car parking structure, integrated with new fish market buildings, with the retention of approximately 110 on-grade parking spaces, including the parking area west of Bank Street. In total, approximately 630 car spaces are to be provided within the development.

Dedicated parking for 5 coaches, taxi rank and pick-up/ drop-off point are to be provided along the eastern side of the site.

Pedestrian and cycle access

Pedestrian access is to be along the northern portion of the site to link the Fish Market light rail station, across Bank Street, to the Fish Market precinct and the waterfront. Pedestrian access is also proposed, east-west, along the Gipps Street alignment to the waterfront.

Pedestrian and cycle networks will be integrated with the wider pedestrian and cycle network. Bicycle spaces will be provided within the site at key entry nodes.

Water access

The proposed development will provide additional temporary recreational berths to meet current and projected demand and to increase facilities for the commercial fleet. Provision of a berth capable of use by a commercial ferry at the end of the central wharf will be investigated once the type of usage of the adjacent Pyrmont Bridge Road is known.

The proposed arrangement of wholesale and retail activity on the SFM site necessitates a change in the arrangement of the existing wharves. A new loading wharf is to be located at the northern end of the site in the vicinity of the existing permanent mooring wharf for the fishing fleet, which will provide mooring, light maintenance and refuelling facilities for the fleet. The existing loading wharf will be converted into a new permanent berthing wharf for the fishing fleet.

3.6 Urban Design

3.6.1 Master Plan (2005) urban design principles

The Master Plan identifies for the redevelopment of the SFM, to upgrade and improve the overall visual appearance, function and amenity of the site. The Master Plan proposes the revitalisation of the site to be dependent on the successful development of a united and coherent public domain and to achieve a public domain that is active, vibrant and celebrates the maritime nature of the site, in accordance with the following urban design principles:

- Provide greater foreshore access and facilitate better pedestrian connections to the surrounding areas including improving pedestrian linkages through to Wentworth Park and the western side of Blackwattle Bay, and contributing to a coherent and enticing network of public open space.
- Ensure legible definition to the primary pedestrian entries and circulation paths.
- Maintain and enhance view corridors to and within the site.
- Provide articulated built form in terms of mass, footprint and height.
- Provide an activity node or focal point to enhance the market atmosphere of SFM.
- Reinforce the working industrial/maritime character of the SFM through the site layout, built form, open space and landscape elements.

3.6.2 Proposed urban design

The Master Plan proposed a commercial building at the southern portion of the site, at the corner of Pyrmont Bridge Road and Bank Street. The redevelopment/refurbishment of the existing Fish Market Main Building is not part of this application.

An urban plaza and foreshore promenade is proposed on the western side of the site, providing pedestrian access, generally as proposed in the Master Plan.

3.6.3 Master Plan (2005) built form principles

The Master Plan proposes the following built form principle to:

- Improve the visual appearance of SFM by providing high quality design which positively addresses the public domain, foreshore of Blackwattle Bay and surrounding streets, and reinforces the character of the working harbour and Blackwattle Bay.

3.6.4 Proposed built form

The heights of the new buildings are proposed to be maximum 3 storeys in height and not exceed the permissible building height identified in Sydney LEP 2005 Ultimo-Pyrmont Height Map.

3.6.5 Master Plan (2005) floor space and building zones

The Master Plan proposes that the maximum floor space ratio across the site is to not exceed 2.5:1 in accordance with SREP 26. The proposed development does not exceed this recommendation.

3.6.6 Proposed floor space and building zones

The proposed uses of new developments are in accordance with the land uses identified in Sydney LEP 2005 Ultimo-Pyrmont Zoning Map, and in compliance with:

- *Residential-Business* to the majority of the site; and
- *Public Recreation* along the foreshore and at nodal points of the wharf and pontoons.

3.6.7 Master Plan (2005) design

The Master Plan states that development on the site is to be of high architectural quality, express the working marine character of the site. Continuous awnings or similar elements are to be provided to public space frontages containing ground floor retail uses.

3.6.8 Proposed design

The proposed design will be of high architectural quality. Awnings and shade structures are proposed to external retail and dining areas.

3.6.9 Master Plan (2005) colours and materials

The Master Plan proposes the following colours and materials with:

- Building materials and colours are to enhance and contribute to the maritime character of the development, enhance the built form and articulate the lively character of SFM.
- Building materials must be compatible with the character of the site, and support environmental sustainability.

3.6.10 Proposed colours and materials

Proposed colours and materials will generally be in accordance with the Master Plan.

3.7 Views and Visual Character

3.7.1 Master Plan (2005) view and visual character principles

The Master Plan proposes the following visual quality principles to:

- Protect and improve the unique visual qualities of this highly visible and recognisable site within the Harbour context.
- Retain and enhance the existing Gipps Street corridor view to and within the site as described in the *Ultimo-Pyrmont Urban Development Plan*.
- Improve the visual appearance and connection of SFM to Blackwattle Bay by creating a variety of open spaces and a foreshore promenade along the waterfront.
- Create new view corridors to and along the waterfront of the site from the surrounding area.
- Create a visual link between the site, Wentworth Park and public transport nodes
- Create public places and spaces at prime vantage points to emphasise views and vistas.

3.7.2 Proposed view corridors

The proposed development maintains the view corridors from Bank Street to the water. View from Gipps Street to the bay will be improved by creating a corridor between 20-35m between buildings with the establishment of pedestrian and vehicular accessway along this corridor.

An urban plaza and foreshore promenade are to be created along the waterfront to improve views along the foreshore.

3.8 Site Connections and Linkages

3.8.1 Master Plan (2005) site connections and linkages principles

The Master Plan proposes the following linkages principles to:

- Develop a walkable pedestrian space with strong connections to Blackwattle Bay, public transport and the surrounding suburbs.
- Provide legible definition to the primary pedestrian entries and circulation paths.
- The treatment of entrances is to give the SFM high visual prominence from the surrounding pedestrian and public transport network.
- Through site connections are to be designed as clear and legible extensions of the public domain.
- Consider access for all groups of mobility impaired persons, including the physically impaired, elderly, young people and groups with strollers, prams or shopping.

3.8.2 Proposed site connections and linkages

The primary pedestrian access will be from the north-east, via a proposed entry plaza. The pedestrian entry is sited to provide a clear connection and linkage to the light rail stop at the eastern side of Bank Street, near Miller Street.

The Gipps Street view corridor will provide pedestrian connection from Bank Street to the foreshore via a shared walkway.

A foreshore promenade will provide continuous access to and along the waterfront, with connections to facilities external to the site of the Coal Loader site to the south and potential development sites to the north.

3.9 Overshadowing and Solar Access

3.9.1 Master Plan (2005) solar access principles

The Master Plan proposes the following solar access principle of:

- Whilst optimum solar access is desirable, building orientation to the Bay and Pyrmont Bridge Road should be respected.

3.9.2 Proposed solar access

The proposed development will provide greater solar access to the foreshore precinct with the creation of an urban plaza along the central western portion of the site.

3.10 Public Domain

3.10.1 Master Plan (2005) public domain principles

The Master Plan proposes the implementation of the following public domain and open space principles to provide:

- A cohesive system of parks/squares, attached to the primary pedestrian network is to be provided for the enjoyment of workers, customers and the general public. This will provide a variety of experiences and site permeability.
- Areas for net drying and mending, storage of fishing fleet equipment and light maintenance works to be catered for without disrupting pedestrian flow in green space.
- Develop high-quality urban elements which reflect the industrial/waterfront nature of the site.
- Create a pedestrian network at the waters edge connecting public places, squares and vantage points.
- Create legible public open space and ensure the land and water interface is addressed.
- Ensure legible definition to the primary pedestrian entries and circulation paths.

3.10.2 Requirements of the Instrument of Adoption of the Master Plan

The Instrument of Adoption of the Master Plan (16.02.05) requires that an Urban Design and Landscaping Concept Plan be prepared on the public domain, listing matters to be addressed.

The Concept Plan will be prepared concurrent with the development application for the redevelopment of the site.

3.10.3 Proposed public domain and open space design

An urban plaza is proposed within the western portion of the site, fronted by retail and dining outlets and open to the foreshore and bay. This public open space precinct is larger than that proposed in the Master Plan. The urban plaza will provide space for casual dining, ephemeral attractions and events, and will contribute to the vitality and attraction of the SFM.

A continuous foreshore promenade, of minimum 12m in width, will be provided along the western side of the site fronting the bay.

Seating and lighting will be provided to the public domain.

Facilities and the public domain will be designed to be accessible to all users, and to ensure safety and security.

3.11 Landscape

3.11.1 Master Plan (2005) landscape principles

The Master Plan proposes the following landscape principles to:

- Reinforce the sense of place of SFM and working waterfront through the layout, finish and form of landscape elements.
- Public Domain strategies of City of Sydney and SREP 26 to be taken into account.

3.11.2 Proposed landscape

Existing trees located around the perimeter of the site will be retained.

The proposed urban plaza is to be landscaped with appropriate species.

3.12 Heritage and Archaeology

3.12.1 Master Plan (2005) heritage principles

The Master Plan proposes the following heritage principles being:

- The integrity and significance of items of heritage value must be protected.
- Adaptive reuse of heritage items must be investigated where possible to ensure conservation of the item.

3.12.2 Proposed heritage and archaeology

The proposed development will preserve the heritage integrity and investigate the adaptive reuse of heritage items.

3.13 Infrastructure and Services

3.13.1 Master Plan (2005) infrastructure and services principles

The Master Plan proposes the following infrastructure principle to:

- Improve environmental systems by upgrading infrastructures to rectify the existing environmental problems.

3.13.2 Proposed infrastructure and services

The proposed development will comply with the infrastructure principle of the Master Plan for:

- Stormwater;
- Sewerage;
- Waste control and management; and
- Marine and seawall infrastructure.

3.14 Environment

3.14.1 Master Plan (2005) environment principles

The Master Plan proposes the following environmental principles:

- Implement Ecologically Sustainable Development (ESD) principles during demolition, construction and operation including stormwater management; water quality; noise management; odour emission; contamination; management during demolition, removal and construction phases; waste management and waste minimisation.
- The environmental issues requiring remedial action should be given priority in accordance with the recommendations contained in the supporting Environmental Audit.

3.14.2 Proposed environment

The proposed development will comply with the environment principles of the Master Plan for:

- Energy conservation;
- Remediation;
- Odour control and management; and
- Noise control.

4.0 PLANNING FRAMEWORK

4.1 Statutory and Local Planning Controls

The site is located within the City of Sydney local government area.

The site is subject to the following State and local government policy requirements of:

- Sydney LEP 2005;
- State Regional Environmental Plan (Sydney Harbour Catchment) 2005; and
- State Environmental Planning Policy (Infrastructure) 2007.

4.2 Background Master Plan Approval

In 2005, a Master Plan was prepared under the provisions of Sydney Regional Environmental Plan No. 26 – *City West* (SREP 26) for the SFM site for the redevelopment of the site. The purpose of this Master Plan was to guide the future development of the SFM site. It was prepared to address the provisions of SREP 26, the *Ultimo-Pyrmont Urban Development Plan* and the guiding principles of State Environmental Planning Policy No. 56 – *Sydney Harbour Foreshores and Tributaries* (SEPP 56).

An extensive community and stakeholder involvement programme informed the Master Plan's vision, objectives and outcomes and assisted in the contextual analysis and identification of site opportunities and constraints by exploring the key elements of SFM sense of place.

The purpose of the Master Plan for the SFM was intended to:

- Continue Government efforts to renew the Pyrmont/Ultimo area as a thriving, lively and publicly accessible urban environment;
- Provide a structure for the future development of SFM that meets the requirements and objectives of Sydney Fish Market Pty Ltd (SF MPL), Sydney Harbour Foreshore Authority (SHFA), the Government and the wider community;
- Provide a comprehensive and integrated approach for the future redevelopment and management of the site that will enable the development assessment process to proceed efficiently by clarifying issues and identifying requirements;
- Provide guidance as to the land use, form, scale and phasing of development that will be acceptable on the site, within a publicly accountable process;
- Assist stakeholders and the public in understanding the future role, sense of place and character of SFM;
- Set the conceptual framework for future development whilst providing flexibility to encourage innovative design and development; and
- Assist the consent authority in the consideration and determination of future Development Applications (DAs).

The Master Plan sets out requirements for future development in the form of detailed development principles and controls. These aim to encourage development that responds to its context and contributes to the quality of the built environment, the future character of the site and the surrounding Blackwattle Bay locality.

The specific planning instruments and controls that guide development on the site and assessment of compliance with these documents are as follows:

4.3 Sydney Local Environmental Plan 2005 (SLEP 2005)

The SFM site is within the City of Sydney LGA and the planning controls of SLEP 2005.

The consent authority for the SFM site is the Minister for Planning, to be approved under Part 3A of the EP&A Act (Clause 3).

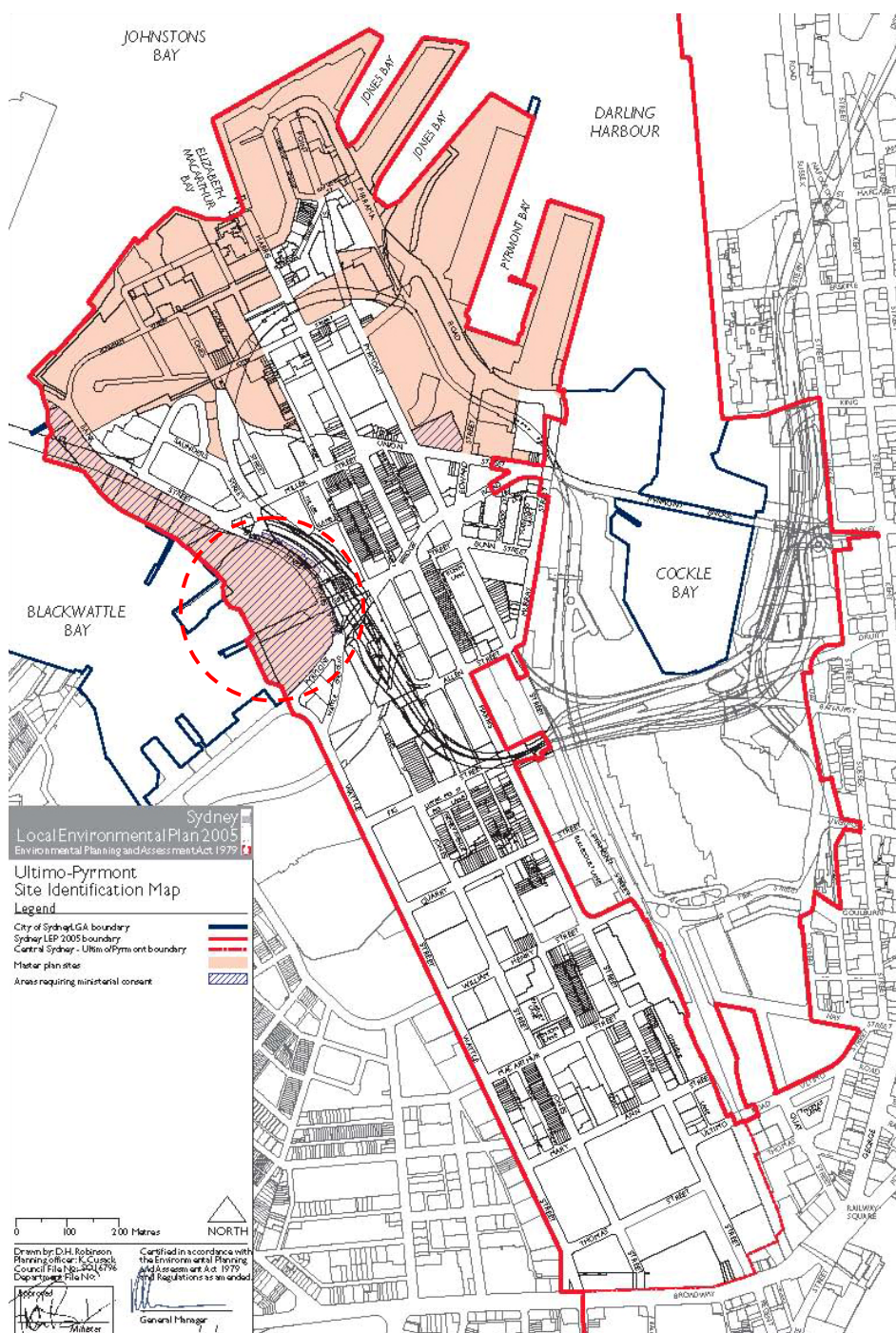


Figure 5: Ultimo-Pyrmont Coverage Map (Sydney LEP 2005)

4.3.1 Aims

The aims of SLEP 2005 (Clause 11) are:

- (a) To protect and enhance the diversity and special qualities of the City of Sydney, and its surrounding areas;
- (b) To establish the City of Sydney as the best place to live in, work in and visit;
- (c) To foster environmental, economic, social and physical well-being so that the City of Sydney continues to develop as an integrated, balanced, sustainable and prosperous living city of world standing;
- (d) To encourage orderly, sustainable and high quality development of land and other resources within the City of Sydney; and
- (e) To conserve the environmental heritage of the City of Sydney.

Compliance:

The proposed development complies with the overall aims of the planning instrument.

4.3.2 Urban form (Part 5, SLEP 2005)

An adopted plan is required before consent is granted to a development application for a development application for a building where the site area exceeds 1500m². A “stage 1 development application” under Section 80(4) of the EP&A Act 1979, in the nature of a Master Plan may be prepared.

Compliance:

A Master Plan for the SFM site was adopted for the site on 16 February 2005. (Refer to Appendix 4 – Instrument of Adoption).

4.3.3 Design excellence (Part 5, Clause 26 (2))

The consent authority must have regard to the following matters of design excellence:

- (a) Whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved;
- (b) Whether the form and external appearance of the building type and location will be achieved; and
- (c) Whether the new development detrimentally impacts on view corridors identified in the relevant development control plan.

Compliance:

The proposed development will comply with these requirements.

4.3.4 Environment and design (Part 5, Clause 27)

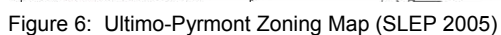
The consent authority must have regard to the principles of ecologically sustainable development based on a “whole of building” approach by considering:

- (a) Greenhouse gas reduction, embodied energy in materials and building processes;
- (b) Embodied energy in materials and building processes;
- (c) Building design and orientation;
- (d) Passive solar design and day lighting;
- (e) Natural ventilation;
- (f) Energy efficiency and energy conservation;
- (g) Water conservation and grey water reuse;

- Compliance:**

4.3.5 Zoning

The majority of the SFM site is zoned **Residential-Business**. The foreshore frontage of the site to Blackwattle Bay is zoned **Public Recreation** with an adjoining Activity Strip.



The objectives of the **Residential-Business** zone, applicable to the proposed development are:

- (a) To promote a wide range of uses, particularly business development including tourist, leisure, commercial, retail and office development consistent with Ultimo-Pyrmont's proximity to the Sydney CBD, harbour locations and transport infrastructure, and
- (b) To accommodate residential development to a level compatible with adjoining business uses and consistent with the objective of creating a mixed-use area, and
- (c) To accommodate uses which generate employment opportunities and provide facilities and services that enable people to live and work in the same community, and
- (d) To ensure that the total amount of employment-generating development is compatible with the traffic capacity of Ultimo-Pyrmont and adjoining areas, and
- (e) To encourage sustainable transport modes for journeys to work and other trips, including walking, cycling and all forms of public transport, and
- (f) To limit advertising to a level compatible with the creation of a high-quality mixed-use area.

The objectives of the **Public Recreation** zone are:

- (a) To establish public recreation areas which serve the needs of residents and workers within Ultimo-Pyrmont and the adjoining suburbs, and
- (b) To provide public access to all parts of the public domain, especially waterfront areas and escarpments, and
- (c) To provide a variety of public areas and recreational opportunities, and
- (d) To provide for facilities that accommodates or are ancillary to recreational activities relating to the use of the public domain.

Uses permissible in the zone adjoining the Public Recreation zone are also permissible in the Public Recreation zone for a distance of 10m from the zone boundary if, in the opinion of the consent authority, it would allow a better relationship between use of land as a public recreation area and use of the adjoining land and would not decrease the total amount of land that will be available for use as a public recreation area.

Compliance:

The proposed development complies with the objectives of the zone.

On Activity Strips, development on the ground floor must provide for non-residential uses, including retail outlets, restaurants, neighbourhood facilities and the like that provide people-orientated street frontages, and enhance security and surveillance compatible with adjoining development.

4.3.6 Building heights

The height of any building must not exceed the maximum building height shown on the Ultimo-Pyrmont Height Map. However, any building on land in the Public Recreation zone must not exceed 7m in height.

In accordance with the Ultimo-Pyrmont height map the maximum building height is:

- 21m – at the eastern portion of the site;
- 14m – at the western portion of the site towards the foreshore.

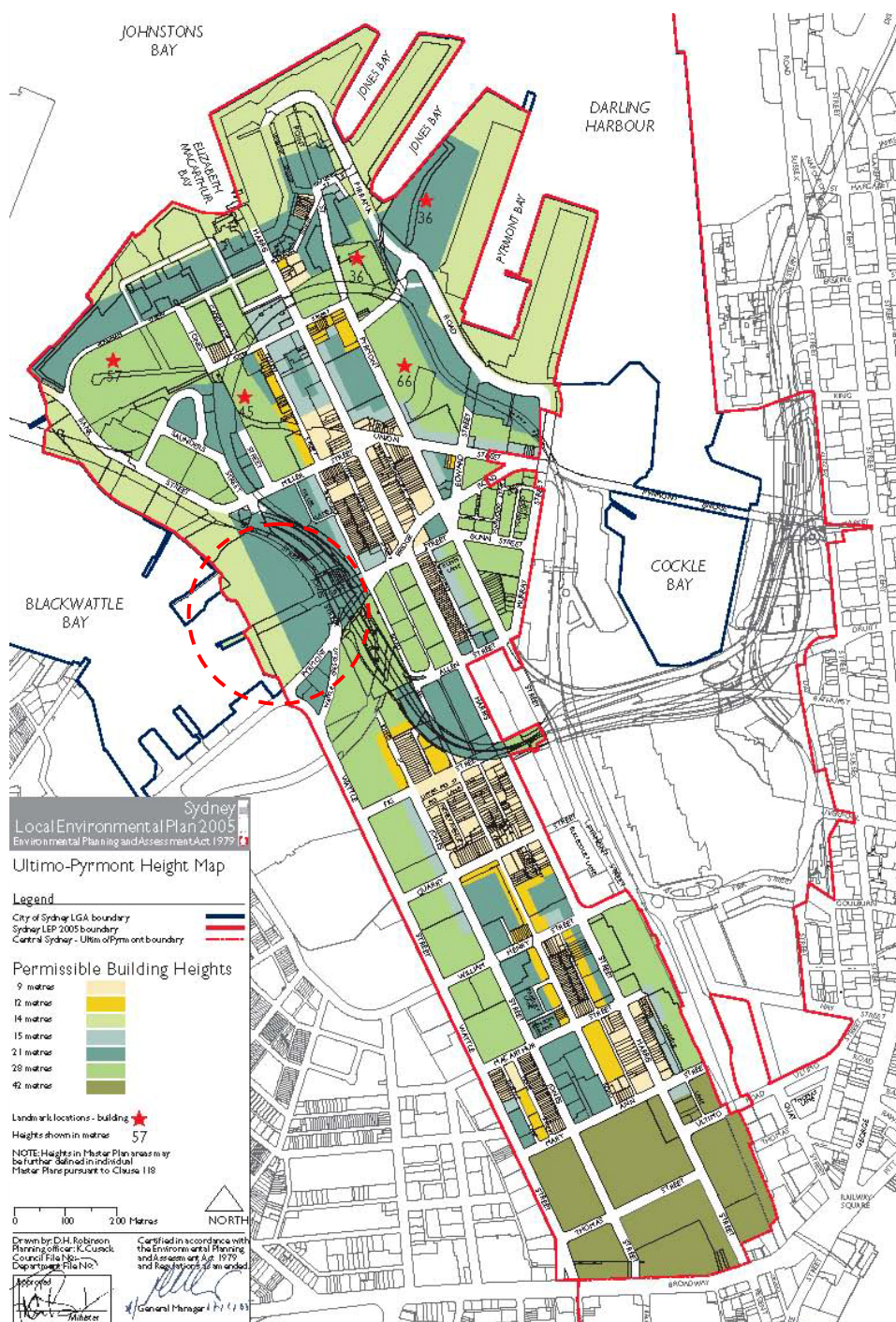


Figure 7: Ultimo-Pyrmont Height Map (SLEP 2005)

Compliance:

The proposed buildings within the eastern portion of the site are maximum 3 storeys in height which complies with the planning controls.

4.3.7 Floor space area

In Ultimo-Pyrmont, the ratio of business floor space of buildings in a master plan area to the site area must not be greater than 2.5:1 to the north of Pyrmont Bridge Road and 3:1 to the south of Pyrmont Bridge Road.

Therefore, the SFM site, north of Pyrmont Bridge Road, has maximum permissible FSR of 2.5:1.

- Site area: 44,000m² (approximate)
- Max Gross Floor Area: 110,000m² (approximate)

Compliance:

The proposed development and the Fish Market Main Building will not exceed this development area.

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Appendix 1: Existing Site Plan (Aerial)

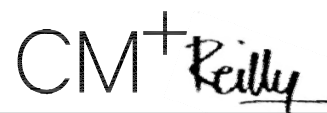
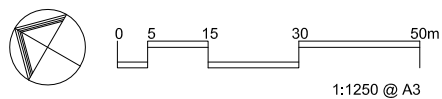
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RTA LEASE
PART 3A APPLICATION

SYDNEY FISH MARKET
PART 3A APPLICATION

SYDNEY FISH MARKET
GROUND FLOOR LEVEL
PART 4 APPLICATION
CITY OF SYDNEY COUNCIL

WATERFRONT WORKS
PART 3A APPLICATION



Conybeare Morrison International Pty Ltd + Reilly Design Group
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EXISTING SITE PLAN
Sydney Fish Market Redevelopment - Blackwattle Bay NSW
Client: Sydney Fish Market Pty Ltd

10034-100420-SK01
April 2010

Nominated Architects: Darrel Conybeare NSW ARB 2252 + William Morrison NSW ARB 2447

Appendix 2: Preliminary Concept Plan

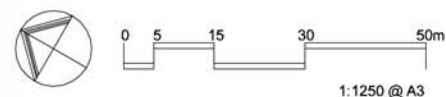
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RTA LEASE
PART 3A APPLICATION

SYDNEY FISH MARKET
PART 3A APPLICATION

SYDNEY FISH MARKET
GROUND FLOOR LEVEL
PART 4 APPLICATION
CITY OF SYDNEY COUNCIL

WATERFRONT WORKS
PART 3A APPLICATION



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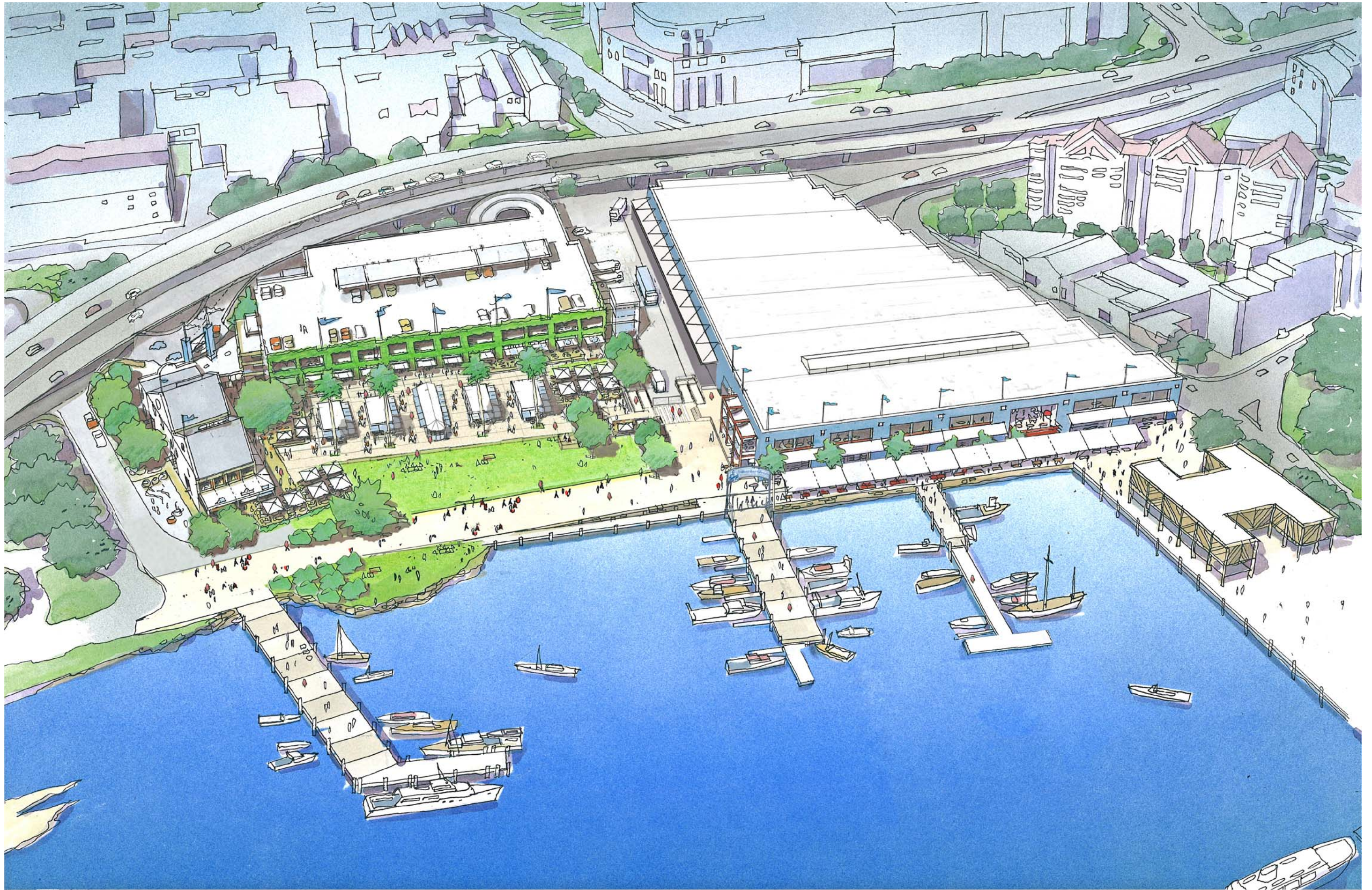
CONCEPT MASTER PLAN
Sydney Fish Market Redevelopment - Blackwattle Bay NSW
Client: Sydney Fish Market Pty Ltd

10034-100420-SK02
April 2010

Nominated Architects: Darrel Conybeare NSW ARB 2252 + William Morrison NSW ARB 2447

Appendix 3: Concept Aerial View

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TIM THROSBY



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CONCEPT AERIAL VIEW
 Sydney Fish Market Redevelopment - Blackwattle Bay NSW
 Client: Sydney Fish Market Pty Ltd

10034-100420-SK03
 April 2010

Nominated Architects: Darrel Conybeare NSW ARB 2252 + William Morrison NSW ARB 2447

**Appendix 4: Instrument of Adoption for Master Plan for Sydney
Fish Market, Blackwattle Bay, Pyrmont (16.02.05)**

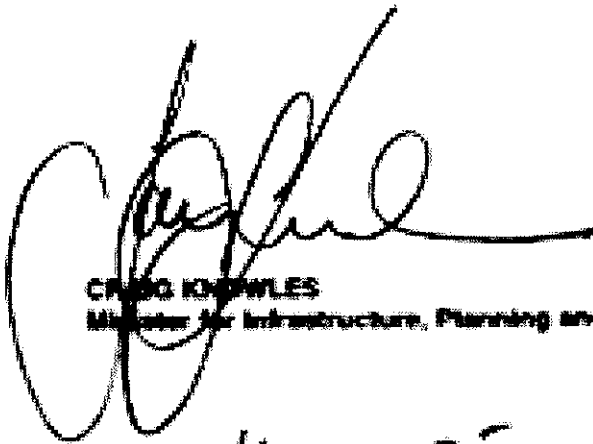
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INSTRUMENT OF ADOPTION

**MASTER PLAN FOR THE SYDNEY FISH MARKET
BLACKWATTLE BAY, PYRMONT**

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO. 26 – CITY WEST

I, the Minister for Infrastructure Planning and Natural Resources in accordance with clause 44 of Sydney Regional Environmental Plan No. 26 – City West, adopt the Master Plan for the Sydney Fish Market, Blackwattle Bay, Pyrmont, subject to the conditions and variations attached in Schedule 1.



CHRIS KNOWLES

Minister for Infrastructure, Planning and Natural Resources

Sydney 16.02.05
2005

INSTRUMENT OF ADOPTION – SCHEDULE 1

1. Traffic

(TO BE UNDERTAKEN PRIOR TO DA)

Explanation: The Traffic reports prepared by Masson Wilson Twiney and accompanying the draft Sydney Fish Market (SFM) Master Plan, conclude that the redevelopment of the SFM site is likely to result in “very poor but acceptable level of ... operation” at the Pyrmont Bridge Road/ramps intersection during Friday evening and Sunday midday periods, “leaving negligible capacity for additional traffic”.

However the draft Master Plan's traffic advice suggests potential road works to mitigate traffic impact and delays to surrounding road network. These options have not been discussed with either the RTA or Sydney City Council (the latter where relevant as the landowner of roads) or assessed in terms of their impact on the overall traffic network. Consequently a supplementary traffic strategy is required that clearly identifies feasible options for mitigating traffic delays surrounding the SFM site, including projected traffic flows and impact after the completion of any road works, an agreement to and commitment by relevant government stakeholders, implementation strategy, identification of responsibility for carrying out the road works, and sources of project funding.

Condition:

a) Supplementary Traffic and Parking Impact Strategy

A supplementary traffic and parking impact strategy must be prepared by the applicant and submitted for the approval of the SHFA Executive Director Place Management prior to any DA determination for the SFM site. The supplementary strategy shall include the following issues: -

- (i) A detailed report addressing the impact of the redevelopment of the SFM site on the surrounding road network and road intersections, in particular during peak traffic periods (i.e. morning and afternoon and site peaks on weekdays and weekends).
- (ii) Identify appropriate and feasible road works to mitigate traffic impacts and delays as a consequence of the redeveloped SFM. This should include, but not be limited to, consideration of the following options: -
 - possible road works to surrounding street intersections,
 - the provision of a double right turn lane from Bank Street to the Western Distributor; and
 - the construction of the Wattle Street on ramp.

The proposed road works shall be developed in close consultation with relevant government stakeholders including the RTA and the City of Sydney Council (the latter where relevant in its role as landowner).

The strategy shall: -

- demonstrate that the proposed road works will achieve equivalent or improved traffic conditions, particularly during peak periods, on the surrounding street network and intersections;
 - provide evidence of agreement to any proposed road works by relevant government stakeholders, including the RTA and City of Sydney Council (the latter where relevant in its role as landowner);
 - provide a strategy for the implementation and responsibility for delivery of the proposed road works; and
 - provide a funding strategy for the proposed road works.
- (iii) In the event that the supplementary traffic and parking impact strategy fails to achieve the requirements outlined in (ii) above, in particular that the overall traffic impacts of surrounding street networks shall achieve equivalent or improved traffic conditions, then the applicant shall review the proposed quantum of parking spaces for the SFM site. The final parking numbers for the redeveloped SFM site shall be determined on the capacity of the surrounding road network to accommodate the proposal.

b) Ongoing monitoring and corrective actions

In relation to ongoing monitoring and corrective actions:

- (i) travel mode choice surveys are to be undertaken by the SFM 12 months and 3 years following implementation of the Master Plan, and every 2 years after that;
- (ii) the proposed survey methodology is to be to the satisfaction of SHFA Executive Director Place Management, but should generally be similar to the surveys undertaken for the Master Plan;
- (iii) the results of the surveys must be reported to SHFA Executive Director Place Management and compared to the targets set in the Master Plan;
- (iv) reporting of the mode choice surveys is to include details of the initiatives undertaken by the SFM in the previous period to reduce the proportion of people travelling to the site by private car;
- (v) the results are to include recommendations on how to further reduce the proportion of people travelling to and from the site by private car;
- (vi) mechanisms identified by the NSW Environment Protection Authority in its letter received in response to the exhibition of the Draft Master Plan (undated), are to be implemented by the SFM, viz;
 - introduction of advertising initiatives promoting public transport as a cheap and easy way to access the SFM;
 - implementation of innovative ticketing options, for example, if a customer produces a valid public transport ticket they receive a discount; and
 - a requirement that employers adopt "mobility management plans" to encourage staff and visitors to walk, cycle or use public transport to get to and from work.

c) Ferry Services

The applicant shall enter into discussions with the STA with respect to the provision of a ferry service to the SFM, including the possibility of engaging commercial vehicle operators to provide the service. Consideration should be given to the feasibility of a visitor package that could be tied in with ferry access.

d) On Street Parking

Proposals to control on-street parking in areas currently used by fish market customers are to be submitted for consideration by local authorities at the development application stage.

e) Recommendations in TMAP

The applicant is to carry out the recommended actions in the "Transport Management and Accessibility Plan, Sydney Fish Market, March 2003, Final Draft", except where modified by the above conditions. The extent to which the actions have been carried out, and the effectiveness of the actions, are to be reported on an annual basis to the SHFA Executive Director Place Management for the first 5 years following the adoption of the Master Plan.

2. Office Building

(THIS PROVISION WAS INCORPORATED IN THE FINAL MASTER PLAN JUNE 2005)

The proposed office building envelope is to be amended in accordance with the plan entitled "Revised Commercial Building Envelope to Draft SFM Master Plan" (Sheet 5, dated 03-02-04).

3. Urban Design and Landscaping

(TO BE UNDERTAKEN PRIOR TO DA)

The applicant shall prepare an Urban Design and Landscaping Concept Plan (UDLCP) which should provide details on how the public domain and interface with the public domain is to be treated, including but not limited to the following:

- a) a strategy for achieving ground level activation and pedestrian friendly spaces along the Bank Street and Pyrmont Bridge Road interfaces;

- b) design parameters for the commercial building and multi-level carpark along Bank Street and Pyrmont Bridge Road which demonstrates how the buildings will achieve a high quality, articulated finish and provides for suitable integration with, and enhancement of, the surrounding environment. The UDLCP should also have regard to the building envelope controls defined under Section 3.1 of the Ultimo-Pyrmont Urban Development Plan in relation to the alignment of building facades;
- c) design measures to address the visual impact of the large roof tops when viewed from the freeway;
- d) public domain finishes, fixtures and furnishings, including seating, lighting, bins, bollards etc, including recommended strategies to define areas according to their use, particularly areas of open space;
- e) tree and shrub planting, including details of soil profiles and where appropriate, details of planting on structure;
- f) treatment of shared ways to ensure safety of pedestrians and cyclists, for example, signage, pavement treatment, location and treatment of pedestrian crossings etc;
- g) a strategy for disabled access throughout the site consistent with Section 10.2.4 of the Ultimo-Pyrmont Urban Development Plan; and
- h) integrated signage strategy, including controls on signage design, dimensions and location.
- i) the development of a major pedestrian and disabled link around the perimeter of the site along Bank Street and Pyrmont Bridge Road, as required under Section 10.2.2 of the Ultimo-Pyrmont Urban Development Plan.
- j) access and facilities for cyclists in accordance with Section 9.1 of the Ultimo-Pyrmont Urban Development Plan.

The Urban Design and Landscaping Concept Plan should be prepared either as a supplementary report to the SFM Master Plan and submitted for the approval of the SHFA Executive Director Place Management prior to any DA determination for the SFM site, or be submitted concurrent with any consolidated development application for the SFM site.

4. Environmental Management (TO BE UNDERTAKEN PRIOR TO DA)

a) Environmental Management Plan

The SFM is to prepare an Environmental Management Plan (EMP), taking into account the findings of the Environmental Audit. The EMP should identify the environmental objectives, timeframes for environmental improvements and minimum education standards to be achieved by employees and tenants on the site. The EMP shall be prepared in consultation with Sydney City Council and approved by the SHFA Executive Director Place Management prior to the approval of any development application for the site.

b) Water Management Plan

The SFM is to prepare a Water Management Plan for the site, approved by the SHFA Executive Director Place Management prior to the approval of any development application for the site or be submitted concurrent with any consolidated development application for the SFM site. The Water Management Plan shall identify measures to:

- (i) reuse water on site, including rainwater and stormwater harvesting for non-potable uses;
- (ii) improve stormwater management, including flows and water quality;
- (iii) reduce water demand, such as the installation of dual flush toilets, tap flow regulators, good thermal design to reduce need for air conditioning; and
- (iv) treat and remove any contaminants.

The preparation of the UDLCP should be coordinated with the Water Management Plan to ensure these measures are incorporated into the landscaping approach for the site.

c) Environmental Site Assessment

The SFM is to prepare an environmental site assessment to identify the full extent of contamination and remediation measures required for the site. The site assessment is to be prepared in accordance with

State Environmental Planning Policy No 55 Remediation of Land and accompanying guidelines and be submitted with the first development application involving any exposure or excavation of land.

d) Acid Sulphate Soils

The environmental site assessment shall include an assessment of the extent to which the site contains acid sulphate soils (ASS) or possible acid sulphate soils (PASS). In the event that ASS or PASS are found on the site, any works involving the disturbance of these sediments will require the preparation of an Acid Sulphate Soil Management Plan to be undertaken by the SFM and submitted with the first development application involving any exposure or excavation of land or be submitted concurrent with any consolidated development application for the SFM site.

5. Variations

(THESE VARIATIONS WERE INCORPORATED IN THE FINAL MASTER PLAN JUNE 2005)

The Draft Master Plan is to be amended as follows:

- a) Foreshore Promenade - The width of the foreshore promenade between the Gipps Street Wharf and the Wattle Street footpath is to be increased to 12 metres with a minimum trafficable width of 6 metres, clear of all fixed or moveable obstructions, to cater for emergency vehicle access. To accommodate the extension of the promenade, the outer boardwalk in this location is to be reduced to a width of 6m and is to be used for passive recreation uses only. Outdoor public seating may be provided, however, café/outdoor dining seating and tables are not permitted.
- b) Figures
 - (i) Figure 20 "Land and Water Use" on page 96 is to be amended to show that part of the Gipps Street Corridor that is to be allocated to "delivery and circulation".
 - (ii) Figure 21 "Transport Movement and Access" on page 102 is to be amended to show the major pedestrian and disabled access through route along Pyrmont Bridge Road, consistent with Maps 16 and 17 of the Ultimo-Pyrmont Urban Development Plan.
 - (iii) Figure 22 "Urban Design Controls" on page 112 is to indicate the proposed 16 metre height limit of the proposed multi-deck car park.