

Redevelopment of Sydney Fish Market

56-60 Pyrmont Bridge Road, Pyrmont NSW

Response to Environmental Assessment Submissions

MP10_0060

December 2010

Conybeare Morrison International

52 - 58 William Street

East Sydney, NSW 2011

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RESPONSE TO ENVIRONMENTAL ASSESSMENT SUBMISSIONS

M10_0060: Redevelopment of the Sydney Fish Market, Pyrmont, NSW

1.0 Introduction

The Environmental Assessment for the Redevelopment of the Sydney Fish Market was submitted to the NSW Department of Planning on the 17 September 2010 and was publicly exhibited for a period of approximately four weeks from 22 September 2010 to 22 October 2010.

In total, 8 referral agencies (comprising State government agencies and authorities and City of Sydney Council) and 9 public submissions were received in response to the public exhibition of the Environmental Assessment of the Project Application. Key issues raised in regard to the project comprise:

- Urban design and public domain impacts
- Pedestrian, traffic and cycleway issues
- Landownership and leasing arrangements
- Impact on potential non-indigenous and indigenous archaeology
- Contamination and remediation
- Noise attenuation
- Additional information for future provision
- Management plans

The submissions have been supplied to the Consultant Team under s.75H(5) of the *Environmental Planning and Assessment Act*. The submissions have been considered and reviewed by the Consultant Team, and in accordance with s.75H(6) of the Act, responded to the issues raised.

2.0 Key Issues and Submission Responses

The following key issues were raised in regard to the project. These comprise:

2.1 Urban design and public domain

Issues:

- Integration of the site with the public domain and surrounding development to the north, south and east of the site;
- Impact of views by the height and mass of the development;
- Impact of the development from surrounding vantage points and maintaining of view corridors to the bay and foreshore beyond;
- Activation of the eastern facade of the development to Bank Street;
- Retention of existing trees along the eastern building façade;
- Landscaping amelioration works along Jones and Bank Streets;
- Provision of a Tree Management Plan by a qualified arborist;
- Provision of a secure children's play or recreation area; and
- Upgrading of the public domain upgraded in accordance with the *City of Sydney's Public Domain Manual*, *Sydney Streets Design Code* and *Sydney Streets Lighting Policy*.

Response:

2.1.1 Integration of the site with the public domain and surrounding development to the north, south and east of the site

The SFM development whilst designed with a back-of-house component of an internal access road, wholesale, parking, loading and delivery areas, integrates with the public domain and development to the east of the site at the proposed Pedestrian Arrival Forecourt, which is accessed from the signalised pedestrian crossing at intersection of Bank and Miller Streets, north of the proposed vehicular entrance to the SFM site.

The development integrates with surrounding development to the north and south along its foreshore public precinct.

2.1.2 Impact of views by the height and mass of the development

The proposed development observes the approved footprint and mass of the 2005 SFM Masterplan. The proposed buildings are lower in height to that permitted by SREP – City West and the 2005 Masterplan.

2.1.3 Impact of the development from surrounding vantage points and maintaining of view corridors to the bay and foreshore beyond

Views corridors to the west towards Blackwattle Bay, identified in the 2005 Masterplan, are maintained by the proposed development, along:

- the northern boundary of the site; and
- the Gipps Street view corridor (between the existing Main Fish Market building and Building A).

Additionally, a new view corridor is created between Buildings A and B from the Pedestrian Arrival Forecourt to the Waterfront Park.

2.1.4 Activation of the eastern facade of the development to Bank Street

The SFM development has a significant back-of-house component at the eastern side of the site comprising vehicular entry, an internal access road, wholesale, parking, loading and delivery areas. These activities will not provide the site with an active frontage along its eastern frontage as they do not benefit from being viewed or accessed from external areas.

The proposed development, however, has an active frontage of retail and dining facilities and public domain along the western side of the site at the foreshore, fronting Blackwattle Bay. Along the western side of the site, the development integrates with surrounding public domain and development by providing pedestrian and cycle linkages to future development to the north and south of the site.

2.1.5 Retention of existing trees along the eastern building façade

Whilst some of the trees at Jones Street, along the eastern side of the site, have been recommended to be retained, a number of trees are impacted by proposed Building A, the internal roadway and vehicular circulation of the SFM site, as well as being of poor form, branch overhang and ongoing root infrastructure issues. Deviation of the road alignment for tree retention is not possible due to the location of the support columns of the Western Distributor.

Where possible, trees along the eastern side of the site have been reviewed and retained, with the retention of two Hill's figs at the south-eastern portion of the site: tree numbers 15 and 16.

Refer to Revised Landscape Drawings (Appendix 3).

2.1.6 Landscaping amelioration works along Jones and Bank Streets

As the planting of smaller screen trees along the eastern façade of Building A to soften this façade is not possible due to SFM's spatial and vehicular and pedestrian circulation requirements, a landscape screen of climbers (*ficus pumila* "minima") is proposed along this single storey component of this wall.

Additional tree planting is proposed. These include the planting of:

- 2 additional figs at the eastern side of the service road;
- Additional eucalypts at the entrance; and
- Additional tree (*ficus rubiginosa*) at the northern side of the Pedestrian Arrival Forecourt.

Refer to Revised Landscape Drawings (Appendix 3) & Visual Analysis (Appendix 4).

2.1.7 Provision of a Tree Management Plan

A Tree Management Plan prepared by a qualified arborist will be prepared and submitted at the Construction Certificate stage of works, to include:

- Assessment of the potential impact of the proposed development on existing trees to be retained, including assessment of any proposed incursions to the canopy and/ or root zone – including as part of the construction methodology;
- Recommendation to modify the design or construction methods where appropriate to minimise adverse impact on trees considered worthy of preservation including recommend setbacks or other measures to avoid adverse impact;
- Preparation of a plan showing the trees to be removed and retained together with their respective identification number based on the site survey. Trees to be removed shall be indicated with a bold dashed line (submitted with the EA report in Landscape Drawings);
- A plan of management for transplantation must be included regarding existing palms and fig trees; and
- Detail of the Arborist's involvement during the works.

2.1.8 Provision of a secure children's play or recreation area

A children's play area can be provided at the northern end of the Waterfront Park, west of Building B.

2.1.9 Upgrading of the public domain upgraded in accordance with the City of Sydney's Public Domain Manual, Sydney Streets Design Code and Sydney Streets Lighting Policy

The public domain is publicly accessible areas with the SFM development will be detailed and constructed in accordance with the *City of Sydney's Public Domain Manual, Sydney Streets Design Code* and *Sydney Streets Lighting Policy*. This will be submitted at the Construction Certificate stage of the project.

2.2 Pedestrian, traffic and cycleway issues

Issues:

- Resolution of conflicts between retail and service/ delivery vehicles, pedestrians and cyclists at the Bank and Miller Streets intersection, to include the adjoining Hymix site;
- Consideration of the designated routes shown in the *City of Sydney Cycle Strategy and Action Plan 2007-2017*, with the provision of sufficient widths for these paths of travel;
- Upgrade of cycle links accessing and through the site with links to surrounding public domain;
- Provision of adequate cycle parking and end of trip facilities;
- Provision of construction traffic management arrangements, with the Construction Traffic Management Plan revised to include an Internal Access Management Plan and Construction Pedestrian Management Plan;
- Implementation of a sensory parking guidance system throughout the internal car parking areas;
- Design of parking areas, accessways and ramps in accordance with relevant Australian Standards;
- Provision of signage external of the site for the direction of pedestrians, vehicles and cyclists;
- Waterfront and public safety; and
- Clearance for maintenance of the viaduct structures of the Western Distributor for the RTA.

Response:

2.2.1 Resolution of conflicts between retail and service/ delivery vehicles, pedestrians and cyclists at the Bank and Miller Streets intersection, to include the adjoining Hymix site

The proposed revised intersection will provide major improvement to vehicular, pedestrian and cycling traffic entering and leaving the site by segregating road users into appropriate environments, managed through provision of time separated facilities at the signalised intersection for each of the modes of travel.

Pedestrian access

Pedestrian traffic will be directed from the Bank Street/ Miller Street signalised crossing to the western side of the internal road via a 3.6m wide footpath to the Pedestrian Arrival Forecourt (the principal pedestrian entrance to the SFM facilities). Alternatively, pedestrians can access the foreshore along a 3.6m wide footpath at the northern boundary of the site (proposed east-west link).

From the Bank Street/ Pyrmont Bridge Road intersection, pedestrians can enter the site via the existing 2-2.5m wide footpath along the eastern side of Jones Street (proposed internal road), cross the internal roadway at the proposed pedestrian crossing (directly south of the coach parking area), travel via a new 2.5m wide footpath, northwards, to the Pedestrian Arrival Forecourt, to access the SFM facilities (proposed east-west pedestrian link).

Public access to the foreshore will be via the Pyrmont Bridge Road/ Wattle Street intersection to the south of the site, and along the Waterfront Promenade and boardwalk, and eastwards via a 3.6m wide footpath along the northern boundary of the site to the Bank Street/ Miller Street signalised intersection.

Refer to Proposed Pedestrian Access (Appendix 5).

Cycle access

Cycleways (shared path) are proposed along the northern side of Pyrmont Bridge Road (approximately 3.5m wide) to the Pyrmont Bridge Road/ Bank Street intersection, then northwards along the internal roadway to the entry to the SFM site and the Bank Street/ Miller Street intersection, connecting onto the Bank Street footpaths to the Pyrmont peninsula.

The development also makes provision for a cycle route from Pyrmont Bridge Road, along the paved Waterfront Promenade along the foreshore and along the northern boundary of the site to the entry intersection at Bank and Miller Streets. Due to high pedestrian volumes along the waterfront and to minimise user conflicts, cyclists are expected to dismount during peak periods along the waterfront.

Refer to Proposed Cycle Access (Appendix 6).

Vehicular access

Whilst a common entrance/ exit for all vehicles is proposed at Bank Street, a clear separation of vehicles has been designed for the site. Retail vehicles are directed, within 60m of entry into the site, to the multi-storey car parking area located within Building A

Service and delivery vehicles are directed to the loading area located south of Building A, which will service both this building and the existing Fish Market building. The loading area to Building B is located north of the building.

A priority left-turn lane from Bank Street (northwards) into the site will alleviate traffic congestion for through traffic travelling along Bank Street.

The entry/ exit to Hymix concrete plant, located directed north of the SFM entry/ exit intersection, has been revised for vehicles to enter and exit the site via separated service lanes located wholly within the Hymix site.

An independent Stage 2 Road Safety Audit will be undertaken on the intersection and the Hymix entry/ exit points when an in-principle agreement on the intersection design is reached with the RTA and submitted to the RA for approval.

2.2.2 Consideration of the designated routes shown in the City of Sydney Cycle Strategy and Action Plan 2007-2017, with the provision of sufficient widths for these paths of travel

Proposed cycleway routes are in accordance with the *City of Sydney Cycle Strategy and Action Plan 2007-2017*. The CoS Cycle Strategy and Action Plan identifies Pyrmont Bridge Road and Bank Street as local cycle routes.

2.2.3 Upgrade of cycle links accessing and through the site with links to surrounding public domain

Links to surrounding public domain are at the signalised intersections of:

- Bank Street/ Miller Street, eastbound to the Fish Market light rail station and to Miller Street;
- Bank Street/ Pyrmont Bridge Road, eastbound to Pyrmont Bridge Road and southbound to Ultimo; and
- Pyrmont Bridge Road/ Wattle Street, southbound to Wentworth Park and its light rail station.

2.2.4 Provision of adequate cycle parking and end of trip facilities

Provision of adequate secure cycle parking is provided at the Bank Street parking area, within the Pedestrian Arrival Forecourt and the Foreshore Urban Plaza. Provision of end of trip facilities of showers, change areas and lockers are to be provided within the Main Fish Market building.

2.2.5 Provision of construction traffic management arrangements, with the Construction Traffic Management Plan revised to include an Internal Access Management Plan and Construction Pedestrian Management Plan

A Construction Traffic Management Plan (CTMP) has been submitted with the EA Report for referral to the RTA for approval. CTMP has been submitted with the EA for referral to the RTA for approval. Traffic control, pedestrian, coach and parking management measures, and emergency vehicle access have been included in the CTMP.

2.2.6 Implementation of a sensory parking guidance system throughout the internal car parking areas

Implementation of a sensory parking guidance system throughout the internal car parking areas will be developed in consultation with the SFM parking operator.

2.2.7 Design of parking areas, accessways and ramps in accordance with relevant Australian Standards

Design of parking areas, accessways and ramps will be in accordance with relevant Australian Standards.

2.2.8 Provision of signage external of the site for the direction of pedestrians, vehicles and cyclists

Provision of local tourist signage external of the site for the direction of pedestrians, vehicles and cyclists should be a matter for the City of Sydney.

2.2.9 Waterfront and public safety

Waterfront safety measures will be incorporated into the design of the waterfront precinct.

2.2.10 Clearance for maintenance of the viaduct structures of the Western Distributor for the RTA

Clearance for maintenance of the viaduct structures of the Western Distributor for the RTA has been provided in the design of the roadway and parking areas.

2.3 Landownership and leasing arrangements

Issues:

- In regard to Jones Street and the Bank Street parking area currently owned by the City of Sydney and RTA respectively.

Response:

2.3.1 Landownership and leasing arrangements in regard to Jones Street and the Bank Street parking area currently owned by the City of Sydney and RTA respectively

The site of the SFM, on which the existing Main Fish Market building, Building A and B are located, is owned by the State Property Authority (SPA) and leased to the SFM Pty Ltd until 2044. This includes the public domain area of the Foreshore Urban Plaza.

In regard to ownership issues of Jones and Bank Streets, the Bank Street parking area is RTA owned land which is being transferred to SPA. The Jones Street roadway and parking area is owned by the City of Sydney Council, who will extend the lease and transfer the land to SPA. Both areas will be subleased to the SFM Pty Ltd until 2044.

2.4 Potential non-indigenous and indigenous archaeology

Issues:

- Provision of a program of archaeological investigation undertaken;
- A Research, Design and Management Strategy report to guide the investigation;
- Testing of area of impact within the study area;
- A program of archaeological salvage and recording
- Archaeological sampling and recording, in partnership with the Metropolitan Local Aboriginal Land Council, in accordance with heritage guidelines and best practice archaeological methodologies;
- A repository for artefacts uncovered on site; and
- Preparation of an Interpretation Plan for the site to include Aboriginal history and archaeology.

Response:

2.4.1 Provision an Archaeological Strategy for archaeological salvage, recording, the repository of artefacts uncovered and the preparation of an Interpretation Plan for the historical aspects of the site

The recommendations regarding management of the potential non-indigenous and indigenous heritage values on site are in accordance with the assessments and archaeological management recommendations of the archaeology report, *Sydney Fish Market, Pyrmont: Assessment of European Archaeology and Heritage Resources* (July 2010) prepared by Cultural Resources Management. The management of the archaeological impacts across the entire site will be managed in an integrated manner.

2.5 Contamination and remediation

Issues:

- Review of the Remediation Action Plan (RAP) by NSW EPA accredited site auditor;
- Preparation of a Site Audit Statement certifying that the RAP can be implemented and the site can be made suitable for its proposed use.

Response:

2.5.1 Review of the RAP and preparation of a Site Audit Statement by a NSW EPA accredited site auditor

The RAP will be reviewed by a NSW EPA accredited site auditor in relation to the remediation of the site, with a Site Audit Statement provided certifying that the RAP can be implemented and the site can be made suitable for its proposed use after remediation.

2.6 Noise attenuation

Issue:

- Provision of noise attenuation at the northern boundary of the site.

Response:

2.6.1 Provision of noise attenuation at the northern boundary of the site

A noise attenuation wall is not favoured along the northern boundary of the site. The proposed trees should provide adequate screening and sound mitigation.

2.7 Additional information for future provision

Issues:

- Detailed design drawings and hydraulic calculations of changes to stormwater drainage system to be submitted to the RTA for approval;
- Detailed design drawings and geotechnical reports on excavation of site and support structures to be submitted to RTA for assessment;
- Responsibility by the developer for all public utility adjustment or relocation works;
- Regulatory signposting of the works;
- Identification of underground services and implementation of agreement with authorities such as RailCorp;
- Clear access zone and vehicular access to Sydney Water's stormwater assets of minimum 1m and above ground clearance of 6m;
- Environmentally sustainable seawall designs, materials and construction methods;
- Details of the bio-retention system (reed bed) and boardwalk, in consultation with and approval by NSW Maritime, to include safety measures; and
- Detailed information on the integration of proposed wharf, ramp and promenade with the existing stormwater outlet.

Response:

2.7.1 Detailed design of services and structure to be submitted to the RTA for approval

The above detailed design of services and structure will be provided to the approval authority at the Construction Certificate stage.

2.7.2 Responsibility of all public utility works and signposting of works

These will be borne by the developer and undertaken as required.

2.7.3 Service agreements with authorities and provision of access to assets

This will be undertaken in consultation with relevant authorities.

2.7.4 Provision of detailed design of required structures to relevant authorities

The reconstructed seawalls will incorporate environmentally-friendly sloping seawalls to ensure greater habitat value in the design development and document stages of the project. Details will be provided at CC stage.

2.8 Management plans

Issues:

- Preparation of a Workplace Travel Plan;
- Preparation of a Management Plan for the delivery and removal of materials via the waterway;
- Implementation of erosion and sediment control measures and acid sulphate soil management plan;
- Revisions to the Ecological Impact Statement to include management methods for construction, monitoring and reporting measures; and
- Waste management strategy for site facilities.

Response:

2.8.1 Preparation of a Workplace Travel Plan

A Workplace Travel Plan and Travel Access Guide can be developed for the development.

2.8.2 Preparation of a Management Plan for the delivery and removal of materials via the waterway

A Management Plan for the delivery and removal of materials via the waterway can be prepared for submission with the Construction Certification documents or into the Specification of Works for construction of the development.

2.8.3 Implementation of erosion and sediment control measures and acid sulphate soil management plan

Erosion and sediment control measures and acid sulphate soil management plan have been provided in the EA report.

2.8.4 Revisions to the Ecological Impact Statement to include management methods for construction, monitoring and reporting measures

The EIS has been revised with implementation of management methods during construction to reduce and contain sediment loads, monitoring and reporting measures.

2.8.5 Preparation of a Waste Management Strategy for site facilities

Preparation of a Waste Management Strategy will be undertaken by the SFM to ensure waste storage is screened and covered, recycling measures and the disposal of putrescibles is treated to reduce odours.

3.0 Statement of Commitments

In accordance with Part 3A of the *Environmental Planning and Assessment Act 1979*, the following are commitments to be made by the Sydney Fish Market Pty Ltd for environmental management and mitigation measures on the site arising from the development proposal.

3.1 Traffic impacts and submissions to the RTA

An independent Stage 2 Road Safety Audit shall be undertaken on the proposed entry/ exit intersection to the SFM and Hymix sites.

Layout of car parking areas, internal roads, service and loading areas will be designed in accordance with AS 2890.1-2004: *Parking facilities – Off-street parking* and AS2890.2-2002: *Parking facilities – Off-street commercial vehicle facilities*.

The implementation of sensory “Parking Guidance System” throughout the internal car parking areas to guide traffic circulation and prevent residual queuing in parking areas shall be development in consultation with the SFM parking operator.

Detailed design and submissions for the approval of the RTA of the following:

- Post development stormwater discharge from the subject site into the RTA drainage system shall not exceed the existing development discharge.
- Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted, prior to the commencement of any works.
- Submission of detailed design drawings and geotechnical reports relating to any excavation of the site and support structures, prior to the approval of any Construction Certificate. The developer shall meet the full cost of the assessment by the RTA. The report would address the key issues of:
 - Impact of excavation/ rock anchors on the stability of Pyrmont Bridge Road and the Western Distributor and details on how the carriageway would be monitored for settlement;
 - Impact of any excavation on the structural stability of the Pyrmont Bridge Road and the Western Distributor.
- Responsibility for all public utility adjustment/ relocation works, necessitated by the above work and as required by the various public utility authorities and/ or their agents.

Ensure compliance of the following:

- Provision of maintenance access to the viaduct structures at all times for the RTA. Construction equipment shall be kept clear of the viaduct structures at all times and no permanent structures which may impede this access are to be erected within Lot 17 DP 1027254.
- All works/ regulatory signposted associated with the proposed development shall be at no cost to the RTA.

Preparation of a Workplace Travel Plan and Travel Access Guide, as required.

3.2 Remediation Action Plan

Remediation works will be undertaken to make the site suitable for its proposed uses.

The proposed site remediation for the SFM site and the Foreshore Area includes a combination of strategies comprising:

- Removal of the suspected underground storage tanks (USTs) identified during the EIS investigations;
- Excavation and off-site disposal of the worst of the contaminated soil where practical (based on contaminant concentrations and the potential for the contaminants to impact on the groundwater system);
- Cap and contain the remainder of the contaminated soil;
- On-going monitoring of the groundwater conditions; and
- Management of the site via the implementation of an environmental management plan (EMP).

Prior to commencement of the proposed remediation works, an Occupational Health and Safety Plan will be prepared for the contaminants that are present at the site.

Environmental personnel should be present during removal of any tanks and associated pipe work to access the excavation and provide advice on the removal of any impacted soil in the vicinity of the subsurface facilities.

Following remediation and validation assessment of the remediation works, an Environmental Management Plan (EMP) will be prepared for any contaminants remaining on the site.

The Remediation Action Plan (RAP) will be reviewed by a NSW EPA accredited site auditor in relation to the remediation of the site, with a Site Audit Statement provided certifying that the RAP can be implemented and the site can be made suitable for its proposed use after remediation.

3.3 Landscaping

A Tree Management Plan will be prepared by a qualified Consultant Arborist with tree protection measures to minimise any potential impacts by the development on the trees proposed to be retained. The Tree Management Plan will be prepared and submitted to the City of Sydney Council and the Department of Planning for approval. The Tree Management Plan is to ensure all trees recommended for retention are protected in accordance with AS 4970: *Protection of Trees on Development Sites*, prior to the commencement of construction works.

The Tree Management Plan should include the following:

- Assessment of the potential impact of the proposed development on existing trees to be retained, including any proposed incursions to the canopy and/ or root zone – including as part of the construction methodology;
- Recommendation of modifications to the design or construction methods where appropriate to minimise adverse impact on trees considered worthy of preservation, including setbacks or other measures to avoid adverse impact;

- Preparation of a plan indicating trees to be removed and retained, with their respective identification number based on the site survey;
- A Plan of Management for transplantation for existing trees to be transplanted; and
- Involvement of the Arborist's during the works.

3.4 Public domain

Detailed design, documentation and construction of the public domain will be in accordance with relevant Australian Standards and the following City of Sydney Council policies:

- *City of Sydney's Public Domain Manual*
- *Sydney Streets Design Code*
- *Sydney Streets Lighting Policy*

3.5 Heritage and archaeology

To effectively manage any impacts on non indigenous and aboriginal archaeological potential of the area in accordance with the *NSW Heritage Act 1977* and *National Parks and Wildlife Act 1974*, the following measures can be undertaken:

- A program of archaeological investigation and an excavation director appointed to manage the program.
- A Research, Design and Management Strategy report to guide this investigation, drawing on a range of Heritage Council guidelines.
- Testing of areas of impact within the study area to determine the nature and depth of archaeological remains and to assist the development of an archaeological management strategy.
- A program of archaeological salvage and recording to include sampling sections of the site, with:
 - Record of any evidence of 19th century maritime infrastructure, stores and reclamation including features such as drains and culverts, jetties, piers, sea walls and piling and evidence of early industrial buildings particularly those associated with early industry including the timber industry, shipwrights workshops, sandstone quarrying, ironworks, oil works and the cooperage;
 - Investigation of the nature of the area's reclamation fills throughout the study area;
 - Investigation of early topography and natural landform and its modification through time; and
 - Recording of any subsurface archaeological deposits containing Aboriginal artefact scatters and/ or middens located within the portion near the original shoreline.
- Archaeological sampling and recording according to Heritage Branch, Department of Planning guidelines and best practice archaeological methodologies. The program of Aboriginal sub-surface testing should be undertaken in partnership with the Metropolitan Local Aboriginal Land Council.
- Application for a Care Agreement with the Department of Environment, Climate Change and Water by the Metropolitan Local Aboriginal Land Council should apply for a Care Agreement with the Department of Environment, Climate Change

and Water, should any Aboriginal "objects" (as defined under the *National Parks and Wildlife Act 1974*) be located during the course of the testing program, to enable keeping of the objects.

- Keeping of a repository for any artefacts recovered on site.
- Development of an Interpretation Plan for the site, with the results of the archaeological program and all its types of evidence, to be incorporated into the Interpretation Plan. Interpretation of the Aboriginal history of the site is to be included in the redevelopment proposals.

3.6 Acid Sulphate Soil Management Plan

An Acid Sulphate Soil Management Plan (ASSMP) has been considered as not necessary for development works to a depth of approximately 1.5m, with any works below this depth to be undertaken in accordance with the ASSMP prepared for the site.

Management of excavated material

Any fill soils excavated from below a depth of approximately 1.5m at the site must be treated, assigned a waste classification and disposed of to an appropriate landfill.

The following options are available for the disposal of acid sulphate soils excavated during the development works:

- Option A – Fill and Natural ASS: Treatment, waste classification and disposal of landfill; and
- Option B – Natural ASS only: Immediate transport of natural acid sulphate soils to landfill for disposal beneath the water table. A number of conditions have to be satisfied for burial beneath the water table to be viable. This option is not suitable for fill material.

Groundwater seepage and dewatering

In the event that de-watering of excavations is required during construction, management of the pumped out water and conditions within the surrounding acid sulphate soils will be required, as outlined in the ASSMP.

In the event that de-watering of soil neutralisation of groundwater monitoring tests indicate a significant change in acidic conditions, the contingency plan outlined in the ASSMP should be implemented.

3.7 Sedimentary control and construction management

The following general management measures are to be adopted during the construction works to ensure that sediment loads are reduced and contained.

General management measures for implementation include:

- Adoption of weed and sediment control measures;
- Installation of silt containment devices at all runoff points leading from the construction site to contain sediment and silt from construction activities before runoff reaches drains leading to Blackwattle Bay;
- Gross pollutant traps will need to be constructed upstream of any discharge point to prevent sediment being discharged into Blackwattle Bay;

- Ensure all lay-down areas cleaned and debris removed following completion of construction works to avoid introduction of disease; and
- Development of a wash down facility and central grease trap for new buildings.

3.8 Services

The following services provision measures are to be implemented for:

RailCorp services:

- Identification of the existence of any RailCorp services (such as pipes and cables) and structures within their development area by initiating the appropriate service searches. Where RailCorp services exist within the development site, enter into discussion and reach agreement with RailCorp regarding the accommodation of the services
- Where physical intrusion into the corridor is required (e.g. stormwater connections, rock anchors) and be conflict with existing RailCorp services in the corridor, the existence of any RailCorp services and structures within the area of the corridor affected are to be identified.

Sydney Water services:

- A clear access zone and clear vehicular access to Sydney Water's stormwater assets are to be maintained at all times with a minimum 1m clearance is to be provided on either side of the 1500mm diameter stormwater pipeline to all building structures and a clearance above ground of 6m. Where such provision cannot be provided, liaison is to be undertaken with Sydney Water.
- Detailed information that describes the integration of the proposed main wharf, ramp and promenade with the existing stormwater outlet, with design of the outlet to be easily accessible and maintainable at all times.
- Stormwater discharging to Sydney Water's networks through new connections is to meet contemporary stormwater management targets. As a minimum, the 1997 NSW Environment Protection Authority guidelines, detailed below, should apply.
- The funding of any adjustments needed to Sydney Water infrastructure as a result of any development.

Industry & Investment NSW recommends that in-lieu of the vertical and steel sheet piling seawalls proposed for part of the reconstructed seawall that sloping seawalls of an environmentally-friendly design are used.

3.9 Waterfront and public safety

Incorporation of waterfront safety measures into the design of the waterfront precinct.

3.10 Access

The proposed buildings and public domain area are to comply with the requirements of the *Disability (Access to Premises – Building) Standards 2010* in terms of accessible paths of travel, walkways, ramps, kerb ramps, lifts, car parking facilities, sanitary facilities, and complies with the requirements of *City of Sydney Access DCP 2004* and the BCA.

Appendix 1:

DETAILED RESPONSE TO AGENCY & PUBLIC SUBMISSIONS

Key issues raised	Applicant response
AGENCY SUBMISSIONS	
1. City of Sydney Council	
The current application does not include any proposals to upgrade or redevelop the auction hall building within the south-east corner of the site. This hall presents as a blank wall to a large section of street frontage within Pyrmont Bridge Road and detracts from the public domain.	The auction hall building, being the Main Sydney Fish Market building, is not part of this application. Refurbishment of this building will occur in the future. The vertical walls provide opportunity for the placement of promotional artwork of the Sydney Fish Market.
Urban Design Views/ Orientation The design and layout of the redevelopment appears to focus primarily on the views and outlook towards Blackwattle Bay to the west. Little attention has been given to integrating the site with the public domain or development to the east of the site.	The design of the SFM development is such that the active retail and public recreational uses are located towards the waterfront (western side) in order to maximise views towards the bay and pedestrian access to the foreshore, with its a significant back-of-house component comprising wholesale areas, customers' car parking, loading and delivery areas located towards Bank Street and the entry/ exit to the SFM site, at the eastern side of the site. This is generally in accordance with the SFM June 2005 Masterplan for the site, which also promotes car parking and wholesale facilities towards the eastern/ Bank Street side of the site. Interface is not encouraged between the wholesale, service and loading area of the site and the public retail, restaurant and recreational precinct.
The height and footprint of the new building will impact upon views looking west from intersection of Pyrmont Bridge Road and Bank Street and from Bulwarra Street. The views from the Pyrmont peninsula across to Blackwattle Cove and Glebe Point will also be affected and replaced with a car park and concrete ramping. This is inconsistent with the master plan objectives of maintaining existing prominent views.	Views to the west towards the SFM site from Bulwarra Street is blocked by a grove of trees within the open space area sited between Bank Street and the Western Distributor. Views west from the intersection of Pyrmont Bridge Road and Bank Street will be obscured by any development of equal height to the existing Main Fish Market building. Glimpses of the western side of Blackwattle Bay are available through the internal roadway/ loading area (between Building A and the Main Fish Market Building). View corridors identified in the 2005 Masterplan along: - the northern boundary of the site; and - the Gipps Street view corridor; will be maintained, with a new view corridor created between Buildings A and B, from the Pedestrian Arrival Forecourt to the Waterfront Park.

Key issues raised	Applicant response
Building Design The eastern elevation of the new main building will present a plain blank wall to the site's main public frontage along Jones Street. This will add little to activating street frontage which is presently unappealing and inhospitable.	The eastern side of Building A will be the back-of-house, service and warehouse component of the development. The single storey, eastern façade of Building A, which presents the site's main public frontage to Bank Street/ Jones Street, will be of select face brickwork with a landscaped screen of climbers (<i>ficus pumila</i> "minima").
It is recommended that this elevation to the street be redesigned to better activate the Street or at the least incorporate glazing or architectural features or detailing to increase the visibility of internal activity or better design of the building from the street.	The eastern façade of Building A incorporates the sinuous structure of car parking ramps interfaced with the perforated panels of the external walls to the car parking structures at levels 2 and 3 of the building. The eastern elevation cannot have an active frontage as the proposed functions behind this façade comprise wholesale, storage and service facilities. Pedestrian access along this side of the building is directed to the Pedestrian Arrival Forecourt and to the coach parking area. To the north of the Pedestrian Arrival Forecourt, will be a glazed façade of retail area and entry to the proposed Tavern, with interpretive panels sited beside the access ramp to Level 2 restaurant areas. The eastern elevation cannot be redesigned as an active frontage as it accommodates the back-of-house, warehouse and service activities that do not benefit from being viewed from external areas. Cool rooms will comprise approximately half of the wholesale floor area and will be located to the rear (eastern side) of the wholesale area. Moreover, there is a level change between the external eastern footpath, from approximately 2.5m to 1.4m above the wholesale level. The eastern side of the site will also accommodate an internal roadway to parking and loading areas.
Existing trees on the eastern elevation are well established and form part of the streetscape and should be retained where possible. At the very least, substantial landscaping and new trees should be provided to screen the vehicle ramps and rooftop car parking, particularly as the car parking will be exposed from the elevated freeway.	The existing trees proposed to be removed along the eastern side of the site are all Hill's Weeping Figs (<i>ficus macrocarpa</i> var. <i>hillii</i>). Retention of the trees have been further reviewed. For the optimal function of the roadway, tree numbers 17 and 18, located on the proposed internal road alignment are proposed to be removed. Tree numbers 15 and 16 are to be retained. Tree numbers 19, 20, and 21, located along the eastern side of proposed Building A are impacted by the proposed building. The arborist advises their removal due to the conflict of the trees with Building A, the size, poor form, branch overhang and ongoing root infrastructure of the trees.

Key issues raised	Applicant response
	Tree numbers 23, 24 and 25 are located within the proposed entry/ exit roadway of the SFM site. Their retention is not possible as the trees would compromise the vehicular circulation at the SFM entrance. Deviation of the road alignment for the retention of the trees is not possible due to the location of the columns supporting the Western Distributor above Bank Street. The planting of screen trees along the eastern façade of Building A is not possible due to the SFM spatial and vehicular and pedestrian circulation requirements. A screen wall of <i>figus pumila</i> "miniwa" is proposed along the single storey wall to the proposed car parking ramps.
Access and facilities for persons with disabilities Details about compliance with access requirements for publicly accessible areas and facilities for people with a disability in accordance with the Building Code of Australia and the City of Sydney Access Policy 2007.	The proposed buildings and public domain area comply with the requirements of the <i>Disability (Access to Premises – Building) Standards 2010</i> in terms of accessible paths of travel, walkways, ramps, kerb ramps, lifts, car parking facilities, sanitary facilities, and complies with the requirements of <i>City of Sydney Access DCP 2004</i> and the BCA.
Traffic and bicycle parking/ movements Cycleway integration and facilities The application does not adequately address conflicts between vehicles and pedestrian/ cyclists at the Bank and Miler Street crossing. The proposal does not adequately address the master plan objectives in this regard.	Conflicts between vehicles, pedestrians and cyclists at the Bank Street/ Miller Street intersection and SFM entrance is managed through the provision of time separated facilities at the signalised crossing at this intersection. Pedestrian traffic is directed from the entry/ exit intersection to the western side of Jones Street via a 3.6m wide footpath to the Pedestrian Arrival Forecourt (principal pedestrian entrance to the SFM development and the foreshore). Alternatively, pedestrians can access the foreshore along a 3.6m wide footpath at the northern boundary of the site. From the Bank Street/ Pyrmont Bridge Road intersection, pedestrians can enter the site via the existing 2-2.5m wide footpath along the eastern side of Jones Street (proposed internal road), cross the internal roadway at the proposed pedestrian crossing (directly south of the coach parking area), travel via a new 2.5m wide footpath, northwards, to the Pedestrian Arrival Forecourt, to access the SFM facilities.
All installations of new cycleways require approval of the City's cycleway design team and referral to the Sydney Traffic Committee.	All proposed cycleway routes are in accordance with the <i>City of Sydney Cycle Strategy and Action Plan 2007-2017</i>. All cycleway installations are to be approved by the CoS's cycleway design team and the Sydney Traffic Committee.

Key issues raised	Applicant response
Consideration should be given to the designated routes shown within the <i>City of Sydney Cycle Strategy and Action Plan 2007-2017</i> and the provision of sufficient width for a separated pedestrian and cycle route along the southern and eastern perimeter of the site in order to provide safe access.	The <i>CoS Cycle Strategy and Action Plan</i> identifies Pyrmont Bridge Road and Bank Street as local cycle routes. Proposed cycleways (shared path) are proposed along the northern side of Pyrmont Bridge Road to the Pyrmont Bridge Road/ Bank Street intersection, then northwards along the internal roadway to the entry to the SFM site and the Bank Street/ Miller Street intersection, connecting onto the Bank Street footpaths to the Pyrmont peninsula. The development also makes provision for a cycle route from Pyrmont Bridge Road, along the paved Waterfront Promenade along the foreshore and along the northern boundary of the site to the entry intersection at Bank and Miller Streets. Due to high pedestrian volumes along the waterfront and to minimise user conflicts, cyclists are expected to dismount during peak periods along the waterfront.
Consideration is to be given to how the links can be upgraded to improve the pedestrian and cycle experience accessing the site and routes through the site moving east to west and links with the surrounding public domain.	Along the northern side of Pyrmont Bridge Road, there is not sufficient room to provide a separated path without affecting the RTA owned road. The existing footpath is approximately 3.5 wide, which generally complies with the recommended minimum width of 3.6m (which includes landscaped verges) for a shared path in the <i>Cycle Strategy and Action Plan</i>. A cycle/ pedestrian separated path on the eastern boundary of the site is not possible without the loss of parking spaces. It is proposed that cyclists travel along the internal roadway, anticipated for traffic speeds not exceeding 40km/hr. Pedestrians can utilise the existing footpath along the western side of Bank Street (2.5m wide) and alternatively, the proposed footpath (2.5m wide) along the eastern side of Building A. New east-west links along the northern boundary (shared path) and the middle of the site (at the Pedestrian Arrival Forecourt) for pedestrians are proposed, which link with the surrounding public domain.
The levels of cycle parking proposed as part of the development is lower than the requirements set out in the <i>NSW Planning Guidelines to Walking and Cycling</i>. The Guidelines require between 146 and 287 spaces, the proposal only includes 122 spaces.	The <i>NSW Planning Guidelines for Walking and Cycling</i> is advisory only. The development proposes: 31 staff secure bicycle parking spaces at the Ground Floor level service lane and at the Jones Street parking area; and 90 public bike spaces at the Pedestrian Arrival Forecourt and at the Foreshore Urban Plaza.

Key issues raised	Applicant response
	Should the proposed bicycle parking spaces not be adequate in future, additional areas within the site, spaces can be allocated for bike parking. The development has exceeded the total number of spaces set out in the <i>City of Sydney Ultimo Pyrmont Development Plan</i> and set a provision based on realistic mode share targets.
There is no mention of any end trip facilities for staff cycling to the site. The guidelines recommend that for approximately 460 staff, 1 locker per 3 bicycle racks should be provided and a total of 8 showers (4 male and 4 female) and 2 changing rooms (1 male and 1 female).	40 lockers are proposed under the <i>NSW Planning Guidelines for Walking and Cycling</i>. 31 lockers are to be provided at the staff bicycle parking areas and within the change rooms in the Main Fish Market building. The minimum of 4 showers and a change room for males and 6 showers and a change room for females are located in the Main Fish Market building.
Traffic impacts - Jones Street is a City owned road adjacent to the SFM site on its northern boundary. The application relies on a yet to be confirmed time limited lease with the City. The arrangements being proposed have the effect of making the public road private with the installation of toll gates. This arrangement can not be supported until the lease is confirmed. - Similar concerns are raised with the proposed roundabout which is to be constructed half on The City's land and half on the SFM site. - If the road is to remain public, concerns is raised with the proposed arrangement of semi-trailers serving the site reversing into the loading docks from the public road.	Jones Road is proposed to be transferred to the SFM site as a lease arrangement and will effectively become a private road solely for the functioning of the SFM.
Any proposed changes to the traffic or parking arrangements will need approval of the City and referral to the Sydney Traffic Committee. Transport NSW should also be consulted in light of potential bus operations through this intersection and in the vicinity of the site.	Noted for City of Sydney's Traffic Committee for approval of changes to traffic and parking arrangements. Transport NSW has provided a submission on the proposal.
It is unclear from the submitted information if the car park has potential for use as all day commuter car parking. This should be discouraged with an appropriately structured charging system.	The current (or a similar time-based) charging system which discourages all day parking (with a maximum fee of \$53 per day) will continue.
Construction Traffic Management Plan (CTMP) It is recommended that the CTMP be revised to include an Internal Access Management Plan and a Construction Pedestrian Management Plan. The final plan will require approval from the City's Construction Regulations Unit.	CTMP has been submitted with the EA for referral to the RTA for approval. Traffic control, pedestrian, coach and parking management measures, and emergency vehicle access have been included in the CTMP.

Key issues raised	Applicant response
Any changes to the signalling will need approval from the RTA.	Proposed changes to the intersection and signalling will also be referred to the RTA for approval.
Public Domain Tree removal A large number of trees are proposed to be removed along the site boundary adjacent to the Western Distributor. Building A should be setback a minimum of 3 metres to allow for replacement tree planting replacing the loss of tree coverage. Palms would be suitable.	Building A cannot be setback a minimum of 3m to allow for replacement tree planting due to the functional and area requirements of the proposed development.
Trees numbered 9, 10, 11, 12 and 13 (using the numbering provided in the Arborist Report) are proposed for retention. The City supports their retention and the trees must be protected during all stages of development on site. Tree protection measures should be prepared by a qualified arborist and submitted to the City for approval.	Tree numbered 9, 10, 11, 12 and 13 (Hill's Weeping Figs), located at the south-eastern portion of the site, are to be retained. Tree protection measures will be provided and submitted for approval at the Construction Certificate application stage of the development.
Six palm trees numbered 28, 29, 30, 31, 32 and 33 should be considered for relocation within the site, possibly along the Bank Street frontage to replace the trees being removed and to help soften the building frontage.	Six palms numbered 28, 29, 31, 32 and 33 are to be relocated to the Pedestrian Arrival Forecourt and within the Foreshore Urban Plaza, near the outdoor kiosk.
- Tree number 23, proposed for removal, is recommended to be retained. It is a mature and healthy tree which already provides screening of the site from the Western Distributor. The applicant's Arborist identifies this tree as the best specimen on site. The design should be modified to allow its retention with a minimum setback of 3m. - Trees numbered 24 and 25 are both recommended by the Arborist as being suitable for transplanting and this should be considered as part of the development.	Tree numbered 23, 24 and 25, located near the SFM vehicular entrance (Hill's Weeping Figs), are not possible to be retained due to their impact on the proposed road alignment and buildings.
Trees numbered 26 and 27 are proposed for removal; however, it is recommended that these trees be retained. The two trees are large and healthy trees, providing significant amenity to the site. A minimum setback of 8m is required to adequately protect the trees. The plans must be amended to provide these setbacks and any ground treatments within Tree Protection Zone should be above existing grade.	Tree numbered 26 and 27 (Sydney Blue Gums) are located within the main pedestrian access route to the foreshore and Fish Market facilities. The minimum of 8m setback cannot be provided around the trees as it will impact on the much needed retail and restaurant area of the development and the viability of the redevelopment. Transplanted palms are proposed to be planted in this location.
Trees numbered 15, 16, 18 and 19 are in poor condition. Recent pruning which appears to have been completed without consent has resulted in significant modification of tree canopy structure.	Trees numbered 17, 18 and 19 (Hill's Weeping Figs) located along Jones Street are to be removed due to their impact on the road alignment and their poor branch structure.

Key issues raised	Applicant response
Tree numbered 17 is structurally unsound and should be removed regardless of the development.	Trees numbered 15 and 16 will be retained.
Tree numbered 20 and 21 are in fair condition however large woody structural roots are exposed above the existing asphalt footpath and therefore it is unlikely the trees will be safely retained considering the scale of the proposed works.	Trees numbered 20 and 21 (Hill's Weeping Figs), located along the eastern side of proposed Building A, are in poor form with ongoing root infrastructure conflict with the proposed building, are to be removed.
Tree Management Plan - To ensure all trees identified for retention are safely retained and protected a Tree Management Plan must be prepared by a qualified Consultant Arborist, who holds the Diploma in Horticulture (Arboriculture), Level 5 under the Australian Qualification. - All issues regarding trees must be addressed and resolved prior to the commencement of works. The Tree Management Plan must be submitted to the City for approval to ensure all trees recommended for retention are protected in accordance with AS 4970 Protection of Trees on Development Sites. - The Tree Management Plan should include the following: - Review the architectural and landscape drawings and assess the potential impact of the proposed development on existing trees to be retained, including assessment of any proposed incursions to the canopy and/ or root zone – including as part of the construction methodology; - Recommend modifications to the design or construction methods where appropriate to minimise adverse impact on trees considered worthy of preservation including recommend setbacks or other measures to avoid adverse impact. - Prepare a plan showing the trees to be removed and retained together with their respective identification number based on the site survey. Trees to be removed shall be indicated with a bold dashed line. - A plan of management for transplantation must be included regarding existing palms numbered 28 – 33 and fig trees numbered 24. - Information on the Arborist's involvement during the works is also required.	A Tree Management Plan will be prepared by a qualified Arborist and will be provided for submission at the Construction Certificate Stage.

Key issues raised	Applicant response
Ownership of public domain works - There are several areas of uncertainty concerning works to the private and public domain. It is unclear who will be the end owner responsible for the proposed new streets, parking areas on private land, parks and the harbour side public precinct. - If the City is to take ownership of any of these then the City standards for design and construction must be adhered to. Delineation of site boundaries to define public domain and private land will be required.	The site of the SFM, on which the existing Main Fish Market building, Building A and B are located, is owned by the State Property Authority (SPA) and leased to the SFM Pty Ltd until 2044. This includes the public domain area of the Foreshore Urban Plaza. The Bank Street parking area is RTA owned land which is being transferred to SPA. The Jones Street roadway and parking area is owned by the City of Sydney Council, who will extend the lease and transfer the land to SPA. Both areas will be subleased to the SFM Pty Ltd until 2044.
Arrangements and responsibility for maintenance of these increased areas of landscaping must be discussed further with the City before the proposal can be endorsed. It is likely that the City will likely require that these areas are maintained by the development as part of any future lease arrangement.	The City of Sydney will not be required to be responsible for the maintenance of such lands and public domain precincts within the SFM's site and responsibility.
Landscaping works Further consideration should be given to the size, layout, species and irrigation requirements in the soft landscaping areas shown along Jones and Bank Streets.	The size and species of planting along Bank and Jones Streets are outlined in the landscape drawings submitted with the EA report. Plants used are shade tolerant species. A detailed planting plan will be submitted with CC documents. There is no irrigation under the roadway and on Jones and Bank Streets. Irrigation will be by water truck or by hand held hose from the Fish Markets.
The introduction of soft landscaping throughout the site including shade trees to soften the large areas of "hardscape" adjacent to the Pedestrian Arrival Forecourt, Waterfront Promenade and pedestrian paved areas is required.	An additional tree is proposed at the northern portion of the Pedestrian Arrival Forecourt and within the Foreshore Urban Plaza (with transplanting of existing Canary Island Palms). The Waterfront Precinct is to be provided with eucalypts at the outdoor dining area with a lawned Waterfront Park shaded by Port Jackson Figs.
Consideration should be given to the provision of a shaded secure children's play or recreation area adjacent to the Main Lawn or Urban Plaza area.	A children's play area can be provided at the northern end of the Waterfront Park, west of Building B.
Public access along the foreshore The 6m wide timber boardwalk and 3.5m wide paved promenade is generally acceptable. At the southern end it is proposed to be used for shared circulation and greater consideration should be given to resolving conflicts between cyclists and pedestrians crossing at key access points.	Due to expected high pedestrian volumes, the constrained nature of the site and the need to manage or minimise the potential for user conflict, cyclists are expected to dismount along the waterfront during highly used periods.

Key issues raised	Applicant response
- If the public foreshore area is to be dedicated to the City, then City standards for design must be adhered to. - Information as to maintenance, dedication of land, register of easement on title or other arrangements will need to be submitted to The City for approval.	Noted.
Waterfront and public safety Details will need to be provided about waterfront safety measures: stair access to the water's edge buoys and similar.	Waterfront safety measures will be incorporated into the design of the waterfront precinct.
Details on lighting to publicly accessible areas in accordance with Australian and City of Sydney Standards are to be submitted.	Lighting will be designed in accordance with City of Sydney and Australian Standards.
Links to the surrounding public domain The submitted drawings show public domain changes to the boundaries on the eastern, northern and western sides of the development. No information is provided about upgrades to the public domain along Pyrmont Bridge Road on the southern boundary and no detailed information is provided regarding pedestrian crossings.	Upgrades to the public domain along Pyrmont Bridge Road along the southern boundary of the site and associated road crossings are outside the scope of works for this project. There is no intention to alter pedestrian crossings at Pyrmont Bridge Road. Proposed pedestrian crossings will be designed in accordance with RTA standards.
Details about changes to the surrounding street network to enable pedestrian and cycle access to the site, including details on the extent of work proposed outside the boundary of the site and changes to the traffic signals to Pyrmont Bridge Road and Bank Street (2 locations) are to be submitted. Evidence of consultation with the RTA on proposed changes to the signals should be submitted.	There are no proposed changes to the surrounding street network to enable pedestrian and cycle access to the site, or changes to traffic signals at Pyrmont Bridge Road and Bank Street. Details of proposed changes to the existing intersection arrangements at the junction of Bank Street and Miller Street have been discussed and submitted to the RTA for approval. Any further changes will be discussed with the RTA. The RTA is a referral agency in this application.
Details about how public domain works will be resolved to prevent conflict between vehicles and pedestrian/ cyclists entering and leaving the site should be submitted.	The proposed revised intersection will provide major improvement to vehicular, pedestrian and cycling traffic entering and leaving the site by segregating road users into appropriate environments. Pedestrian traffic will enter the site from the Fish Market light rail station at the signalised pedestrian crossing relocated north of the entry/ exit intersection, and along footpaths along the eastern side of Buildings A and B to the Pedestrian Arrival Forecourt to the proposed Fish Market facilities. Alternatively, pedestrians can enter the site from the intersection, along a 3.6m wide footpath located along the site's northern boundary. Pedestrian and cycle entry from the Wentworth Park light rail station to the SFM will be via the existing signalised pedestrian crossing at Pyrmont Bridge Road/ Wattle Street intersection, and along the

Key issues raised	Applicant response
	Waterfront Promenade or boardwalk (pedestrians only) at the SFM foreshore.
A public domain plan will be required detailing the proposed integration and links with the surrounding area, including links to Wentworth Park, the light rail stop on Bank Street, Jackson's Landing development and the greater Pyrmont suburb.	Links to external areas have been submitted with the Environmental Assessment Report.
The public domain and publicly accessible areas are to be upgraded in accordance with the <i>City of Sydney's Public Domain Manual</i>, <i>Sydney Streets Design Code</i>, and <i>Sydney Streets Lighting Policy</i>. Details of compliance with the City's policies are to be included.	The public domain is publicly accessible areas with the SFM development will be detailed and constructed in accordance with the <i>City of Sydney's Public Domain Manual</i> , <i>Sydney Streets Design Code</i> and <i>Sydney Streets Lighting Policy</i> . This will be submitted at the Construction Certificate stage of the project.
Impact upon potential non-indigenous and indigenous archaeology To effectively manage any impacts on non indigenous and aboriginal archaeological potential of the area in accordance with the NSW Heritage Act 1977 and National Parks and Wildlife Act 1974, respectively, the following is recommended: - A program of archaeological investigation should be undertaken and an excavation director appointed to manage the program. - A Research, Design and Management Strategy report needs to be written to guide this investigation. This report needs to draw on a range of Heritage Council guidelines. - Testing of areas of impact within the study area should be carried out to determine the nature and depth of archaeological remains and to assist the development of an archaeological management strategy. - Based on the archaeological integrity of the remains, a program of archaeological salvage and recording will be required. Recording and salvage would include sampling sections of the site, of: - Recording any evidence of 19th-century maritime infrastructure, stores and reclamation including features such as drains and culverts, jetties, piers, sea walls and piling and evidence of early industrial buildings particularly those associated with early industry including the timber industry, shipwrights workshops, sandstone quarrying, ironworks, oil works and the cooperage.	Noted for compliance of all issues. The recommendations regarding management of the potential non-indigenous and indigenous heritage values on site are in accordance with the assessments and archaeological management recommendations of the archaeology report, <i>Sydney Fish Market, Pyrmont: Assessment of European Archaeology and Heritage Resources</i> (July 2010) prepared by Cultural Resources Management. The management of the archaeological impacts across the entire site will be managed in an integrated manner.

Key issues raised	Applicant response
– The nature of the area's reclamation fills should be investigated throughout the study area. – Evidence for the early topography and natural landform and how this was modified through time. – Subsurface archaeological deposits containing Aboriginal artefact scatters and/ or middens may be located within the portion near the original shoreline. ▪ The archaeological sampling and recording needs to be undertaken according to Heritage Branch, Department of Planning guidelines and best practice archaeological methodologies. The program of Aboriginal sub-surface testing should be undertaken in partnership with the Metropolitan Local Aboriginal Land Council. ▪ If any Aboriginal "objects" (as defined under the <i>National Parks and Wildlife Act 1974</i>) are located during the course of the testing program, the Metropolitan Local Aboriginal Land Council should apply for a Care Agreement with the Department of Environment, Climate Change and Water to enable them to keep the objects. ▪ A repository for any artefacts recovered should be kept on site. ▪ An interpretation plan is to be developed for the site, and the results of the archaeological program, with all its types of evidence, needs to be incorporated into the interpretation plan. The archaeologists need to have a central role in the development of ideas and themes and interpretive concepts. Interpretation of the Aboriginal history of the site should be included in the redevelopment proposals.	
Contamination ▪ The Remediation Action Plan (RAP) prepared by Environmental Investigation Services dated August 2010 states that the site can be made suitable provided the management measures outlined in the RAP are implemented. However the RAP has not been peer reviewed by a NSW EPA accredited site auditor and does not include a statement issued by that auditor certifying that the RAP is practical and the site will be suitable after remediation for the proposed use. ▪ Therefore, the proposal in its current form cannot be supported until a statement by a NSW EPA accredited site auditor certifying that the RAP is	The RAP will be reviewed by a NSW EPA accredited site auditor in relation to the remediation of the site, with a Site Audit Statement provided certifying that the RAP can be implemented and the site can be made suitable for its proposed use after remediation.

Key issues raised	Applicant response
practical and that the site will be suitable after being remediated in accordance with the requirements of the RAP is supplied to the City for further comment and found to be satisfactory as required by SEPP 55.	
Tavern and food premises Limited details have been provided for the fitout and use of the proposed tavern (licensed premises) and other food premises. It is recommended that each tenancy be subject to a separate development application and that a consistent operation and signage strategy be formed to guide applications.	The fitout of each tenancy will be subject to separate development applications. A consistent operation and signage strategy can be developed by the SFM to guide future tenant applications.
2. NSW Department of Environment, Climate Change and Water (DECCW)	
It would be appropriate for the DoP to require a NSW EPA accredited Site Auditor to be engaged in the review of the work undertaken in relation to the remediation of the petroleum and fill related contamination at the site.	The RAP will be reviewed by a NSW EPA accredited site auditor in relation to the remediation of the site, with a Site Audit Statement provided certifying that the RAP can be implemented and the site can be made suitable for its proposed use after remediation.
If during further stages of the development the implementation of a co or tri-generation plant is considered, that an Environmental Protection License may be required under the provisions of <i>Protection of the Environment Operations Act 1997</i>.	Noted.
A co- or tri-generation plant is likely to require a license if it generates electricity through the use of an internal combustion engine that has the capacity to burn more than 3 megajoules of fuel per second. Reference should be made to Schedule 1 of the <i>Protection of the Environment Operations Act</i> for full details of the licensing thresholds for electricity generation.	Noted.
3. RTA Sydney Regional Development Advisory Committee (SRDAC)	
Revised intersection plans which address the following concerns (including an electronic copy of the proposed signal phasing) shall be submitted to the RTA for approval: The location of the modified Hymix concrete plant entry and exit and the service lane. An independent Stage 2 Road Safety Audit shall be undertaken on the proposed Hymix concrete plant entry and exit and the proposed service lane, as illustrated on the concept signal design plan, by a certified auditor.	The entry/ exit to Hymix concrete plant has been revised for vehicles to enter and exit the site via separated service lanes located wholly within the Hymix site. The Hymix entry/ exit points are located directed north of the SFM entry/ exit intersection. An independent Stage 2 Road Safety Audit will be undertaken on the intersection and the Hymix entry/ exit points when an in-principle agreement on the intersection design is reached with the RTA and submitted to the RA for approval.

Key issues raised	Applicant response
- The length of the proposed "A" phase pedestrian crossing is excessive. The current duration of the "A" phase pedestrian crossing is 23 seconds (walk and clearance), and would have to be increased significantly to cover the proposed crossing distance. This would result in reduced green time to all other signal phases. - The re-positioning of the stop line in the proposed plan would cause an increase in red time for all other phases, therefore creating a less efficient traffic signal operation. The developer should consider the provision of a slip lane for the westbound entrance into the site and the stop line to be left in its existing position. - The turning curve on the exit approach from the site is excessively sharp. This will result in larger headways for vehicles exiting the fish markets, again causing inefficient traffic signal operation.	Liaison is being undertaken with RTA on the entry/ exit intersection to the SFM. We request DoP's agreement to an approval condition that the design of the SFM entry/ exit intersection and the internal roadway be to the satisfaction of the RTA prior to Construction Certificate.
Consideration should be given to the implementation of a sensory "Parking Guidance System" throughout the internal car parking areas to guide traffic circulation and prevent residual queuing in parking areas.	A Parking Guidance system is to be developed in consultation with the SFM parking operator.
Consideration should be given to increasing the length of the divergence of the dual-lane approach to the signalised exit of the site at the intersection of Miller Street and Bank Street in order to increase the storage of the residual queuing of vehicles on-site.	The lane length of the divergence of the dual-lane approach to the signalised exit of the site has been increased in the revised intersection design.
The layout of the car parking areas associated with the subject development (including; driveways, grades, aisle widths, turning paths, sight distance requirements, and parking bay dimensions) should be in accordance with AS 2890.1–2004 and AS 2890.2–2002 for heavy vehicles.	The layout of car parking, service parking and loading areas, gradients, and parking dimensions have been designed in accordance with the relevant Australian Standards of AS 2890.1–2004 and AS 2890.2–2002.
All vehicles are to enter and leave the site in a forward direction.	Design complies.
All vehicles should be wholly contained on site before being required to stop.	Design complies.
All loading and unloading shall occur on site.	Design complies.
Post development stormwater discharge from the subject site into the RTA drainage system shall not exceed the existing development discharge.	Noted to comply.

Key issues raised	Applicant response
Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to the RTA for approval, prior to the commencement of any works.	Noted to comply. Details will be submitted to the RTA for approval on stormwater drainage systems prior to commencement of works.
- The developer shall submit detailed design drawings and geotechnical reports relating to any excavation of the site and support structures to the RTA for assessment (prior to the approval of any Construction Certificate). The developer shall meet the full cost of the assessment by the RTA. - The report would address the key issues of: - Impact of excavation/ rock anchors on the stability of Pyrmont Bridge Road and the Western Distributor and details on how the carriageway would be monitored for settlement; - Impact of any excavation on the structural stability of the Pyrmont Bridge Road and the Western Distributor.	Detailed design drawings and geotechnical reports relating to site excavation and support structures will be submitted to the RTA for assessment at the submission of the Construction Certificate documents.
All demolition and construction vehicles are to be contained wholly within the site.	Noted to comply.
A Construction Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to the DoP and Council for review prior to the issue of a CC.	A Construction Traffic Management Plan has been prepared for the construction works and has been submitted to the DoP with the Part 3A application.
The developer shall be responsible for all public utility adjustment/ relocation works, necessitated by the above work and as required by the various public utility authorities and/ or their agents.	Noted.
All works/ regulatory signposted associated with the proposed development shall be at no cost to the RTA.	Noted.
- Although the proposed development is located clear of the viaduct structures associated with the Western Distributor, the RTA shall have maintenance access to the viaduct structures at all times. - Construction equipment shall be kept clear of the viaduct structures at all times and no permanent structures which may impede this access are to be erected within Lot 17 DP 1027254.	The RTA will have maintenance access to the viaduct structures and construction vehicles will be kept clear of the viaduct structures at all times.

Key issues raised	Applicant response
4. NSW Transport	
The preparation of a workplace travel plan and travel access guide by suitable experienced professionals to support walking, cycling, public transport use and reduce private vehicle use, prepared in accordance with the Premier's Council for Active Living guidance prior to construction.	A Workplace Travel Plan and Travel Access Guide can be developed for the development.
The provision of visitor bicycle parking facilities at ground level close to entrances, in a visible and weather protected location and subject to casual surveillance. Amenities for cyclists such as showers and lockers should also be provided sufficient to cater for expected demand. The <i>NSW Bike Plan</i> may be of assistance in guiding development of cycling facilities.	Visitor bicycle parking facilities are located at the Pedestrian Arrival Forecourt and in the Foreshore Urban Plaza, under the external stairs, with: - Pedestrian Arrival Forecourt: 54 bike racks; and - Foreshore Urban Plaza: 36 bike racks. Amenities of showers and lockers are located within the Main Fish Market building.
The opportunity to introduce measures to limit the need for car parking on the site should be considered.	Noted.
5. RailCorp	
Dial Before You Dig The Applicant must identify the existence of any existing RailCorp services (such as pipes and cables) and structures within their development area by initiating the appropriate service searches. Where RailCorp services exist within the development site, the Applicant must enter into discussion, and reach agreement with RailCorp regarding the accommodation of the services.	The location nominated for the substation easement appears to cross Energy Australia and Railcorp in-ground cabling. The Level 3 Designer is approaching Railcorp to ascertain the extent of necessary relocations.
Where physical intrusion into the corridor is required (e.g. stormwater connections, rock anchors) there may be conflict with existing RailCorp services in the corridor. It is imperative that the Applicant identifies the existence of any RailCorp services and structures within the area of the corridor affected.	As per RailCorp request, Services Consultant, Umow Lai, shall obtain drawings indicating RailCorp services and advise of any clashes or if work will occur within a 5m radius of these assets.
6. NSW Government – Industry and Investment	
The Department does not object to the works as proposed provided that the erosion and sediment control measures and the acid sulphate soil management plan are implemented and included in any approval conditions for this project.	Noted.
I & I NSW recommends that in-lieu of the vertical and steel sheet piling seawalls proposed for part of the reconstructed seawall that sloping seawalls of an environmentally-friendly design are used.	The reconstructed seawalls will incorporate environmentally-friendly sloping seawalls to ensure greater habitat value in the design development and document stages of the project.

Key issues raised	Applicant response
These seawalls will provide greater habitat value for aquatic organisms and minimise refraction-related erosion.	Noted.
I & I NSW commend the stormwater and water sensitive urban design aspects of this proposal.	Noted.
The implementation of all the measures stated above should mitigate potential impacts on aquatic habitats from this proposal and provide an opportunity to improve the aquatic biodiversity of this part of Sydney Harbour.	Noted.
7. NSW Maritime	
- The proposed bio-retention system (reed bed) and contiguous area of the promenade boardwalk, extending west, directly adjoins the NSW Maritime (NSWM) site for the proposed Blackwattle Bay Marina (BBM). Information required include: - Details of the scheduling for the construction of these elements. Scheduling of these works should be done in consultation with NSW Maritime to ensure that the westerly sea wall does not become obstructed and prevent remedial works. - Detailed design of the proposed reed bed and the boardwalk interface, including levels, demonstrating that adequate and ongoing access to the adjoining westerly sea wall is maintained. Any design should be coordinated with NSW Maritime. - Plans detailing the levels of the interface between the Sydney Fish Market (SFM) site and the adjoining BBM. The finished level of the boardwalk should be suitably managed to create a public space that will comply with the <i>Disability Discrimination Act</i> and that does not require handrails. - Throughout construction the applicant should ensure the public interface provided by the (boardwalk) link to the adjoining BBM site is managed to ensure safety to members of the public using Sydney Fish Markets.	GAO (Government Architects Office) is liaising with Kym Lennox, Project Manager for Maritime Coal Loader Development, and the adjoining development site. This will ensure an integrated progression of the SFM and the adjoining Blackwattle Bay Marine Development. Detailed design of proposed reed bed and boardwalk interface will be prepared during the design development and documentation stage of the project. GAO will ensure ongoing access to the westerly seawall and ongoing coordination with NSW Maritime. Detailed levels to ensure seamless interface between the SFM and the Blackwattle Bay Maritime will be prepared during the design development and documentation stage of the project. Noted for compliance to ensure safety to members of the public using the SFM.
If any works require the delivery or removal of materials via the waterway, such operations should be fully detailed and supported by suitably prepared management plan.	The delivery and removal of materials via the waterway will be detailed in a management plan with access provided to users of the Bay during construction. This will be incorporated into the Specification of Works for construction of the development.

Key issues raised	Applicant response
The Ecological Impact Statement prepared by Environmental Resources is to include management methods to be implemented during construction works to ensure that sediment loads are reduced and contained (i.e. installation of silt containment devices) in relation to works occurring with the Bay. The plan should also include monitoring and reporting measures on key management actions as well as incident response measures.	The Ecological Impact Statement has been revised to include management methods to be implemented during construction works to reduce and contain sediment loads, with monitoring and reporting measures.
8. Sydney Water	
Water The 150mm drinking water main on the southern side of Banks Street has sufficient capacity to service the proposed development.	Noted.
Wastewater The 375mm sewer main on Bank Street has sufficient capacity to service the proposed development.	Noted.
Stormwater A 1500mm diameter stormwater pipeline servicing Sydney Water's City Area SWC 30 system traverses the Sydney Fish Markets redevelopment site, running approximately east to west.	The 1500mm diameter stormwater pipeline is within the existing easement at the southern end of the proposed redevelopment site. Investigation by Smart Civil into existing services within and around the site revealed conflicting information with regards to the exact size, levels and location of stormwater pipeline(s) in this area. The consultant was able to locate a stormwater pipe outlet near the existing wharf, but the pipe was approximately 675mm diameter, not 1500mm diameter.
Sydney Water requires a clear access zone and clear vehicular access to its stormwater assets be maintained at all times. A minimum 1m clearance is to be provided on either side of the 1500mm diameter stormwater pipeline to all building structures and a clearance above ground of 6m.	Smart Civil acknowledges Sydney water's clear access zone requirements of 1.0m horizontal and 6.0m above ground to all building structures. To ensure that their design complies with these requirements, and in order for them to incorporate their assets within our design, the consultant requests that Sydney Water provide detailed and accurate information on the stormwater pipeline and associated structures including stormwater pits and outlet headwalls. Based on the information available to date, the consultant believes that the current proposal generally complies with Sydney Water's clearance requirements with the exception of the proposed future pedestrian bridge linking the old warehouse structure to the new building. The proposed bridge would be less than 6m above ground, as its floor-to- ground height is 5.35m

Key issues raised	Applicant response										
	and this will be reduced by the depth of structure. However, considering the relatively narrow width of the bridge (nominally 4.5m wide), it is the consultant's opinion that the structure will not impede any future maintenance or upgrade works that may be required for the pipeline. The bridge height would allow access for maintenance vehicles to the existing wharf where we believe the existing 1500mm diameter outlet may be located.										
Building structures are to be designed so that no load is transferred to the stormwater pipeline, and are to be structurally supported outside the zone of influence or on pier foundations. Provision of detailed drawings incorporating Sydney Water's stormwater assets and all permanent structures proposed within the zone of influence are required.	Noted to comply.										
- Sydney Water requests further detailed information that describes the integration of the proposed main wharf, ramp and promenade with the existing stormwater outlet. Sydney Water requires the outlet to be easily accessible and maintainable at all times. - Sydney Water requires stormwater discharging to its networks through new connections to meet contemporary stormwater management targets. As a minimum, the 1997 NSW Environment Protection Authority guidelines, detailed below, should apply: <table border="1"> <thead> <tr> <th>Pollutant</th><th>Target Requirement</th></tr> </thead> <tbody> <tr> <td>Total Gross Pollutants</td><td>90% reduction in the post development mean annual load</td></tr> <tr> <td>Total Suspended Solids</td><td>80% reduction in the post development mean annual load</td></tr> <tr> <td>Total Phosphorus</td><td>45% reduction in the post development mean annual load</td></tr> <tr> <td>Total Nitrogen</td><td>45% reduction in the post development mean annual load</td></tr> </tbody> </table>	Pollutant	Target Requirement	Total Gross Pollutants	90% reduction in the post development mean annual load	Total Suspended Solids	80% reduction in the post development mean annual load	Total Phosphorus	45% reduction in the post development mean annual load	Total Nitrogen	45% reduction in the post development mean annual load	The proposed redevelopment site's stormwater drainage system will have its own discharge outlet to Blackwattle Bay and will not drain into Sydney Water's pipeline. Stormwater drainage from the redevelopment site will be treated through Gross Pollutant Traps and oil and silt arrestors, prior to discharge into Blackwattle Bay. Some of the runoff will be diverted into rainwater tanks for reuse, and this water will receive further treatment. There will be further treatment of runoff from paved areas within the foreshore area.
Pollutant	Target Requirement										
Total Gross Pollutants	90% reduction in the post development mean annual load										
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Total Nitrogen	45% reduction in the post development mean annual load										
Sydney Water Servicing Sydney Water will further assess the impact of individual developments when the proponent applies for a Section 73 Certificate and requests that a Water Servicing Coordinator be engaged to obtain a Section 73 Certificate and manage the servicing aspects of the development. The proponent must fund any adjustments needed to Sydney Water infrastructure as a result of any development.	An informative Section 73 Application for the site has been obtained. Water and waste water are fine. For stormwater, the services consultant is aware of the existing stormwater pipeline and advise that no connections are proposed to it during the redevelopment works. Above ground clearances shall be maintained.										

Key issues raised	Applicant response
PUBLIC SUBMISSIONS	
9. Pyrmont Action	
- The plan under review represents a significant improvement on the current amenity of the SFM and avoids the overdevelopment approved under the previous SFM Master Plan. Built Form – the building height will have no major impact on views. Public Domain – the amount of open space provided in the current plan is substantially more than that provided in the earlier Master Plan prepared by SHFA. The removal of buildings from the western foreshore greatly enhances the whole experience of outdoor dining and public recreation.	Acknowledged.
Pedestrian access Pedestrian access from the Pyrmont Bridge Road/ Bank Street intersection will no longer be possible. The plan limits pedestrian access to the Wentworth Park entrance at the Pyrmont Bridge Road/ Wattle Street intersection and a crossing at the western (bottom) end of Miller Street adjacent to the Fish Markets light rail stop. At present, that crossing requires pedestrians to navigate traffic streams entering and leaving the Fish Markets, as well as through-traffic to Bank Street and the Hymix concrete batch plant.	Pedestrian access from the Pyrmont Bridge Road/ Bank Street intersection is retained. The existing pedestrian access from the Pyrmont Bridge Road/ Wattle Street intersection into the south-western portion of the site is retained, with an enlarged entrance of separated service and pedestrian access. Pedestrian access to the site will be via a new 6m wide timber boardwalk. These measures provide improved access to/ from the Wentworth Park light rail station. The Fish Market vehicle entry/ exit is proposed to be moved south of the proposed pedestrian crossing to Bank and Miller Streets to avoid the vehicular entry/ exit into the SFM. A footpath from the proposed crossing will be provided along the eastern boundary of the site, to the Pedestrian Arrival Forecourt.
Pedestrian safety will be greatly enhanced by: - Moving the Fish Market vehicle entrance/ exit towards Pyrmont Bridge Road, before the pedestrian crossing, so that pedestrians only need to cross Bank Street through-traffic; and - Providing clear signage directing pedestrians from Pyrmont and Darling Harbour to walk down Union and Miller Streets, rather than along Pyrmont Bridge Road.	The location of the vehicular entrance further south than its proposed location is not possible due to the location of the Western Distributor pylons, ramps and intersections. The proposed intersection allows pedestrians to only cross Bank Street through traffic. Placement of signage is a matter for the City of Sydney Council.
Pedestrian amenity The provision of both a paved waterfront promenade and boardwalk, and the separation of pedestrian and cyclist access along the foreshore from the site's operational areas and routes at the southern end of the site is supported.	Recreational cycling will be restricted to the paved promenade. Cyclists will be encouraged to dismount along the waterfront in peak use periods of the site.

Key issues raised	Applicant response
Commend the planned covering of the Bay inlet between the SFM and Site B1 (Blackwattle Bay) at the Pyrmont Bridge Road lights opposite Wentworth Park. This is a great improvement on the treatment proposed by NSW Maritime and will provide a fitting entrance to the SFM.	Noted.
It is recommended that recreational cycling be restricted to the paved promenade, leaving the boardwalk free for pedestrians, and that provision be made for a commuter cycleway along Bank Street to avoid the current conflicts that occur between speeding cyclists and pedestrians.	A commuter cycleway is encouraged along Bank Street. The existing footpath at the western side of Bank Street is approximately 2-2.5m wide. Cyclists are encouraged to travel along the existing footpath on the eastern side of Jones Street and onto the internal SFM roadway to the SFM entry/ exit intersection, and traverse along Bank Street towards the Pyrmont peninsula.
Traffic By increasing the number of parking spaces, it is inevitable that more traffic congestion will be generated in the appalling Pyrmont interchange area. The poor design of the interchange whereby four lanes are squeezed into two between Pyrmont Bridge Road and Miller Street ensures that northbound traffic is held up by traffic turning into the SFM from both Bank Street north and Miller Street, and by pedestrians crossing at the Fish Markets station.	The proposed intersection design will significantly improve traffic from along Bank Street with priority left turn access into the SFM from Bank Street (northwards), unrestricted by traffic signals or pedestrians crossing Bank Street at this intersection.
Transport The 501 bus service drops passengers reasonably close to the SFM, its service is erratic and restricted at weekends, the peak SFM period of operation. The 443 bus stops are several blocks away, with the added problem of no obvious signage to direct people to the SFM. Repeated requests to relevant authorities have failed to produce such directional signage.	The provision of signage within the public domain in regard to public transport should be a matter for the City of Sydney Council or Transport NSW.
Encourage the government to introduce a new ferry service which stops at the proposed White Bay Cruise Passenger Terminal, Pyrmont Point and Blackwattle Bay at the SFM.	The introduction of new ferry service is a matter for Transport NSW and Sydney Ferries. The redevelopment of the SFM as a tourist, retail, dining, and recreational destination will encourage the implementation of better public transport services.
Cycleways The CoS's proposal for a dedicated direct cycle path along Bank Street, keeping to the east of the new and retained buildings to link up with Pyrmont Bridge Road, is supported. A dedicated route away from pedestrians and vehicles would assist them to move quickly and be safer. The proposal that they be asked to dismount in the shared zone along the waterfront is supported.	Commuter cyclists along the eastern side of the SFM site would be encouraged to use the internal roadway, from Pyrmont Bridge Road to Miller Street intersections, and interface with Bank Street footpaths at the SFM entry/ exit intersection. This would leave the proposed footpaths on the eastern side of the SFM buildings for pedestrian use.

Key issues raised	Applicant response
Landscaping Concern about the removal of the large Hills figs from the eastern car park area which currently screen the existing buildings from the Western Distributor. It is recommended that the majority of the large Hills figs be retained in situ or new more suitable trees introduced to soften the views of the back of the existing building and Building A.	The existing Hill's Figs along the eastern side of Building A and at the proposed SFM intersection are impacted by the functional requirements of the SFM facilities. A screen of <i>ficus pimula</i> "mimula" is proposed to be planted along the eastern façade of Building A. The existing Hills Figs, at the south-eastern portion of the site, are to be retained to soften the views of the existing Fish Market Building and Building A.
Removal of exotic palms on the site is supported.	Noted.
Rather than introduce NZ flax to the site, it is recommended that only local native species be used, and hybrids avoided.	Noted the preference for use of local native species.
Commend the re-introduction of Port Jackson figs to the Waterfront Park as these were the dominant local species in this area at settlement.	Noted.
Strongly support the proposal to retain the services of an arborist to ensure the continued health of the new vegetation. It is essential that there be ongoing management of the landscaping until the plants are well established.	Noted for the retention of the services of an arborist.
10. Hymix	
Traffic - A traffic separation is recommended between both sites. Hymix is willing to consider amending traffic flows within its own operation to achieve the end desired result. - Both Hymix and the Fish Market management have met and agree that this traffic separation will alleviate the current merge problems and meet the needs for future pedestrian, truck and vehicle traffic at this intersection. - Keep pedestrian traffic flows to the southern side of the intersection.	The Hymix entry/ exit points are located directly north of the SFM entry/ exit intersection at the junction of Bank and Miller Streets. A separation of traffic movements between the SFM site and the adjoining Hymix site has been accommodated in the revised intersection design, with the entry and exit to the plant revised for vehicles to enter and exit the site via separated service lanes located wholly within the Hymix site. An independent Stage 2 Road Safety Audit will be undertaken on the intersection and Hymix concrete plant entry and exit when an in-principle agreement on the intersection design is reached with the RTA revised intersection plans. Pedestrian traffic is kept to the southern side of the Hymix intersection.

Key issues raised	Applicant response
Noise attenuation Along the current Hymix boundary, some form of sound attenuation wall should be constructed to assist in achieving the overall ambience of the proposed development.	A noise attenuation wall is not favoured along the northern boundary of the site. The proposed trees should provide adequate screening and sound mitigation.
11. Eli Gescheit – The Planning Boardroom	
Was an economic feasibility analysis prepared?	The SFM Pty Ltd, which comprises the Catchers Trust and the Sydney Fish Market Tenants and Merchants Pty Ltd, have been consulted throughout the design of the redevelopment, with quantity surveyors engaged to assist in the cost evaluation and management process.
Will the markets continue to operate during construction? If so, how will be operations be managed?	The markets will continue to operate during construction and managed. A Construction Traffic Management Plan has been submitted with the Part 3A EA application.
- According to the application, “the redevelopment will improve the economic potential of this precinct with revitalised facilities and improved open space amenity. The facility is a tourist destination.” However, will the new and improved facility require merchants to sell their seafood at higher prices? - Will the restaurant and other retailers keep their prices at a reasonable rate for tourist and locals?	This can only be determined by the merchants and retailers of the SFM. Market forces will ensure that pragmatic economic decisions will be undertaken for the viability of this precinct. Additionally, the auctioning process will be held in the same way, to offer the buyer the fastest and most efficient method of trading seafood whilst ensuring the best price in open competition.
Will the redevelopment prevent the fishy smell that lingers near the site?	Improved disposal methods for seafood in the redeveloped site will assist in reducing the smell of fish on the site.
12. Katherine Goldman – member of the public	
Request that a pick-up drop off point on the Pyrmont Bridge Road end of the site be provided for the disabled, or a taxi drop-off point.	While such an initiative would be desirable, the advice of Halcrow, the project’s traffic consultant, is that this would not be safe due to the presence of the signalised intersection at this location. Slowing, parking and exit manoeuvres would present an unacceptable accident risk and would not be approved by the RTA.
13. Pyrmont Progress	
Issues that need to be addressed are: The building acts as a barrier between the foreshore and surrounding streets rather than an inviting structure to attract tourists and locals.	The functional requirements of the SFM facility requires the back-of-house component comprising wholesale areas, customers’ car parking, loading and delivery areas to front Bank Street, enabling the foreshore frontage as an active retail and recreational precinct. This is in accordance with the 2005 SFM Masterplan.

Key issues raised	Applicant response
	The Pedestrian Arrival Forecourt, the pedestrian arrival point into the site is directly opposite the vehicular entrance intersection. From this entrance node, pedestrian can enter the site via broad stairs leading to the foreshore public precinct or travel via the 3.6m wide footpath located along the northern boundary of the site to the foreshore.
The site is difficult to access by car and through traffic is blocked during busy times.	Redevelopment of the site will provide the opportunity to improve vehicular access to the site, traffic flows into the site and alleviate the through-route at Bank Street. A priority left-turn signalisation from Bank Street (northwards) into the site will ensure continuous traffic movement along the street.
The site is dangerous to access on foot as you need to cross major roads to reach it from any direction.	The site is accessible from external areas via signalised pedestrian crossings at the intersections of: - Miller Street/ Bank Street; - Pyrmont Bridge Road/ Bank Street; and - Pyrmont Bridge Road/ Wattle Street. The relocation of the pedestrian crossing north of the SFM vehicular entrance will provide a safer pedestrian access into the site from Miller Street and the Fish Market light rail station. Pedestrians from Pyrmont Bridge Road/ Bank Street intersection can enter the south-eastern portion of the site, walk along the existing footpath (2-2.5m wide) along the eastern side of Jones Street/ internal road, cross via a pedestrian crossing onto the new footpath (2.5m) along the western side of the roadway and enter the site at the Pedestrian Arrival Forecourt. Pedestrians from the Pyrmont Bridge Road/ Wattle Street intersection can enter the south-western portion of the site to the Waterfront Promenade and public precinct.
The Market often feels like it is at war with itself with commercial traffic such as refrigerated semi-trailers navigating the same car park and access road as retail traffic.	Whilst a common entrance/ exit for all vehicles is proposed, a clear separation of vehicles has been designed for the site. Retail vehicles are directed, within 60m of entry into the site, to the multi-storey car parking area located within Building A Service and delivery vehicles are directed to the loading area located south of Building A, which will service both this building and the existing Fish Market building. The loading area to Building B is located north of the building.

Key issues raised	Applicant response
The Market makes no attempt to integrate with other parts of the foreshore to create a "destination location" for tourism or shopping.	The redevelopment proposal is a site specific application. The proposed design allows for the opportunity to integrate with adjoining foreshore areas, with a setback of the development from Blackwattle Bay to create a foreshore public precinct comprising a Waterfront Park, Waterfront Promenade and a boardwalk, extending from Pyrmont Bridge Road to the northern boundary of the site. The redevelopment provides a design that will enable retail, dining and passive recreation to occur at and enliven the waterfront. The design offers a greater foreshore public precinct than the 2005 SFM Masterplan.
The Market comes with its own distinctive smell during the summer months which puts off many tourists and keeps locals at home.	The precinct is for the function of a retail and wholesale trading fish market facility as well as for dining. The smell of fish and the waterfront can add to the ambience of its function. Improved disposal methods for seafood in the redeveloped site will assist in reducing the smell of fish on the site.
The DA still has the look of a non-specific commercial building in contrast with landmark Fish Markets in other major cities in their design to evoke an open-air market atmosphere inviting to tourists and regular customers.	International fish markets are enlivened by signage depicting individual retail tenancies and are sited in larger precincts that enable the reuse of existing buildings with a variety of architectural styles and forms. The design enables an active open public precinct to be created at the foreshore for alfresco dining, kiosks and ephemeral activities. Whilst the location of internal and external retail and dining areas are defined, the open area allows for informal activities to occur and for the public to engage with the waterfront, currently denied in the existing Fish Market site.
The bulk of the building, and especially the car park, is massive and goes further in isolating the foreshore from surrounding neighbourhoods than the existing structure.	The bulk of the building is smaller than that permitted in SREP 26 – <i>City West</i>. The SREP proposes buildings within the foreshore precinct of the maximum height of 14m, with the remaining site of the maximum height of 21m. Building A is 13.2m to its rooftop parking balustrade and Building B, 12m to its roofline, which are lower than the maximum permissible height of the SREP of 14m.
The view of the Market from the Anzac Bridge, from the north and from the east will be of a giant car park, while the additional height of the building will enclose the road and pedestrian areas under the Anzac Bridge approaches leaving them dark for much of the day.	The facades of the car parking levels of the SFM will be screened with light-weight woven stainless steel fabric or perforated metal mesh, as a translucent and decorative façade to the upper levels of the building. Views from the east, seen against the overhead structures of the Western Freeway, will be of the rear

Key issues raised	Applicant response
	of the SFM buildings. Views from the western and southern side of Blackwattle Bay and from Pyrmont Bridge Road near Wattle Street will be of an enlivened and much improved public precinct. As the internal road alignment is north-south, the height of the building is not expected to overshadow this roadway and approaches to the Anzac Bridge. Whilst the open vehicular ramp structure is directly adjacent to the internal roadway, the upper level of Building A is setback from the roadway.
This DA perpetuates the existing congestion by using the same access point and devotes precious foreshore land and views to above-ground multistorey car parking.	The existing site, as with the 2005 Masterplan, has a singular entry/ exit point, due to its location surrounded by the Pyrmont Bridge Road, Bank Street and ramps to the Western Distributor. The improved entrance will enable vehicles to enter and exit the site more conveniently and effectively.
This DA does nothing to address integration with developments along the Blackwattle Bay foreshore for access or mutual commercial benefit.	The proposal allows for the integration of access to adjoining sites via a broad foreshore precinct for pedestrians and cyclists, and for public use. The foreshore public precinct will enable future linkages to surrounding foreshore sites.
14. Blackwattle Cove Coalition	
Built Form The building height will have no major impact on views. The height of the car park building does not exceed the height of the Anzac Bridge approaches.	Acknowledged.
The provision of more parking is supported provided that: - The design provides adequately for clearing the higher volumes of traffic to and from the parking areas; and - The higher levels of traffic can be separated more effectively from pedestrians.	The design provides for a more efficient separation of service and customer vehicles. The higher levels of traffic are separated from pedestrians, with dedicated pedestrian precincts, access routes into the site and along with foreshore.
Public Domain The amount of open space provided in the current plan is substantially more than that provided in the earlier Master Plan prepared by SHFA. The removal of buildings from the western foreshore greatly enhances the whole experience of outdoor dining and public recreation.	Acknowledged.

Key issues raised	Applicant response
Pedestrian Access Pedestrian access from the Pyrmont Bridge Road/ Bank Street intersection will no longer be possible.	Pedestrian access from Pyrmont Bridge Road/ Bank Street intersection will be retained, with access to the site via the existing footpath along the eastern side of Jones Street/ internal road, across the proposed pedestrian crossing, to the western side of the roadway to the Pedestrian Arrival Forecourt.
The proposal is supported provided that pedestrian safety is enhanced by: - Moving the Fish Market vehicle entrance/ exit towards Pyrmont Bridge Road, before the pedestrian crossing, so that pedestrians only need to cross Bank Street through-traffic; and - Providing clear signage directing pedestrians from Pyrmont and Darling Harbour to walk down Union and Miller Streets, rather than along Pyrmont Bridge Road.	The pedestrian crossing at Miller/ Bank Streets will be relocated north of the SFM vehicular entrance to enable pedestrians from the Fish Market light rail station to cross Bank Street to the footpath and Pedestrian Arrival Forecourt along the eastern side of Buildings A and B, away from vehicular routes. Pedestrians from the east will approach the SFM from the most convenient and expedient direction of travel. Signage external of the site is generally by Council.
Pedestrian Amenity - The planned covering of the Bay stormwater outlet between the SFM and Site B1 (Blackwattle Bay) at Pyrmont Bridge Road lights opposite Wentworth Park is a great improvement on the treatment proposed by NSW Maritime and will provide a fitting entrance to the SFM is commended. - The plan for a reed bed is supported provided that there is regular cleaning and maintenance to remove water and wind borne rubbish that accumulates already in this part of the Bay.	Noted for on-going implementation in the SFM's site management strategy.
Waste Disposal Recommend that: - All waste be separated from the public by attractive screens and covered by wire mesh to discourage birds from scavenging. - All packaging and putrescible waste is treated to reduce odours.	Noted as a management issue for the SFM to implement.
Traffic By increasing the number of parking spaces, more traffic congestion will be generated in the Pyrmont interchange area. The poor design of the interchange whereby 4 lanes are squeezed into 2 between Pyrmont Bridge Road and Miller Street ensures that northbound traffic is held up by traffic turning into the SFM from both Bank Street north and Miller Street, and by pedestrians crossing at the Fish Markets station. The changes suggested in Pedestrian Access, will alleviate some of this present traffic congestion.	A priority left-turn lane from Bank Street (northwards) into the site will alleviate traffic congestion for through traffic travelling along Bank Street.

Key issues raised	Applicant response
Transport The government should be encouraged to introduce a new ferry service which stops at the proposed White Bay Cruise Passenger Terminal, Pyrmont Point and Blackwattle Bay at the SFM.	Effective signage will be provided to direct visitors as to the routes and public transport locations to the SFM.
Cycleways It is recommended that: - Recreational cycling is restricted to the paved promenade, leaving the boardwalk free for pedestrians. - Provision is made for a commuter cycleway along Bank Street to avoid the current conflicts that occur between speeding cyclists and pedestrians.	Recreational cyclists will be restricted to the paved promenade with the boardwalk limited to pedestrians. Additionally, cyclists are encouraged to dismount at the foreshore precinct in high use periods. This will be achieved through signage. Commuter cyclists can travel along the internal SFM access road adjacent to Bank Street and enter Bank Street footpaths external of the Fish Market precinct.
Landscaping - Concern at the plans to remove the large Hills figs from the eastern car park area which currently screen the existing buildings from the Western Distributor, from the view of Bulwarra Road residents and occupants of 55 Miller Street. The plans indicate that no trees will be planted to replace these figs. We recommend that the majority be retained in situ or new more suitable trees introduced to soften the views of the back of the existing building and Building A. - The removal of exotic palms on the site is supported. - Plans to introduce NZ flax to the site and recommend that only local native species is used, and that hybrids also be avoided, are noted. It is pleasing to see the reintroduction of Port Jackson figs to the Waterfront Park as these were the dominant local species in this area at settlement. - The proposal to retain the services of an arborist to ensure the continued health of the new vegetation is strongly supported. It is essential that there be ongoing management of the landscaping until the plants are well established.	The proposal retains the figs along the south-eastern portion of the site. The submitted proposal has been revised to retain 2 additional figs along the eastern side of Jones Street (Tree Numbers 15 and 16). Additional screen trees, Hills figs, are proposed at the eastern end of the loading dock. The Canary Island palms are proposed to be planted within the Foreshore Urban Plaza. Noted. Noted.
15. Martin Bayliss – member of the public	
Access The public is faced with the difficulty of having to walk along and/ or cross main roads to reach the market and then to deal with mixed traffic – cars, trucks, forklifts etc – all sharing the same congested area inside the market.	The proposed redesign of the SFM entry/ exit from Bank Street provides a major improvement to pedestrian, cyclist and vehicle safety by segregating these various road users.

Key issues raised	Applicant response
Aesthetics ▪ Much more could be done to improve the visual, vehicular and pedestrian approaches – and to open the nearby sections of foreshore still blocked to public access.	The proposed design opens up access and views to the foreshore with the removal of storage units and containers presently located along the foreshore. The proposal provides views of Blackwattle Bay from the Pedestrian Arrival Forecourt and along the footpath at the northern boundary of the site. View to the bay and wharf is maintained with the retention of the loading area north of the Main Fish Market building, between the building and Building A. The foreshore is additionally, totally accessible to the public. The SFM has no influence over development on adjoining sites (Hymix to the north and Sydney Harbour Cruises and Marina on the southern side of the Bay). It is anticipated that the SFM redevelopment will encourage development along the foreshore into an active public precinct.
16. Mr Capell – member of the public	
▪ The development will increase traffic in an already tight traffic situation and the multi-level car park is too much, changing the nature of the area.	Whilst the development will increase the capacity of the car parking area on the site, the redesign of the entrance will significantly improve traffic flow along Bank Street, pedestrian safety and amenity by separating pedestrian and vehicular traffic.

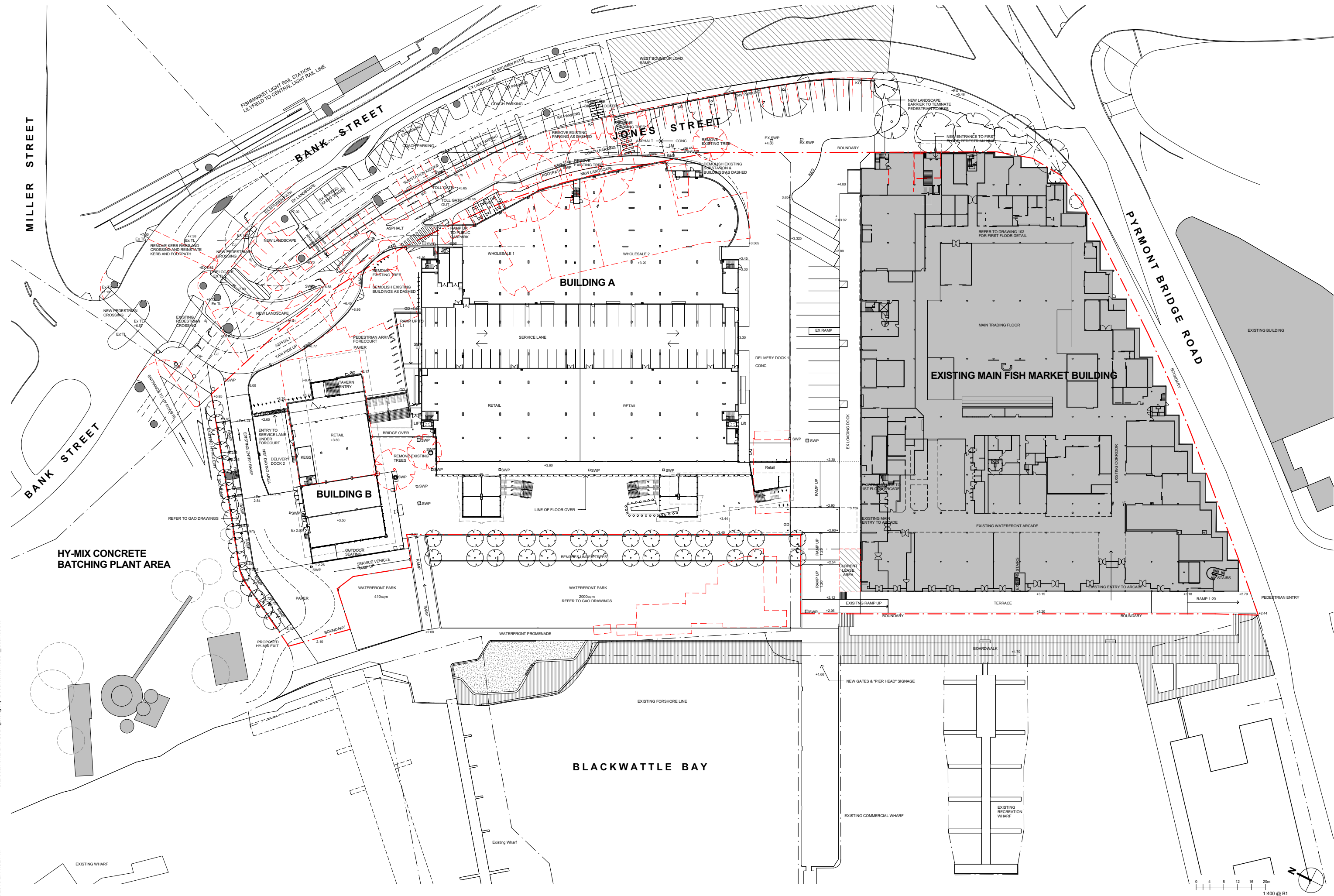
Appendix 2:

SITE PLAN (Revised): CM⁺

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3/12/2010 2:14:52 PM

Date	Description	Rev
03/11/10	ISSUE FOR DESIGN COORDINATION	A
18/11/10	ISSUE FOR DESIGN COORDINATION	B
18/11/10	ISSUE FOR DESIGN COORDINATION	C
03/12/10	Issue for revised EA submission	D



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Architects in Association © CM+ 2010

Sydney Fish Market Redevelopment
Project **Blackwattle Bay**
Client Sydney Fish Market

Title **SITE PLAN**
Date **September 2010** Dn/Ch RDS/CN/PS
Dwg No **10034 CC001** Revision **D**

Appendix 3:

LANDSCAPE DRAWINGS (Revised): Context Landscape Design

- 10583 L_1001 C: Tree Inventory Plan
- 10583 L_1002 C: Landscape Concept Plan
- 10583 L_8001 C: Typical Landscape Details & Plant Images



TREE INVENTORY PLAN
Not to Scale

TREE INVENTORY

NO	SPECIES	COMMON NAME	ACTION	COMMENT
T09	<i>Ficus microcarpa</i> var. <i>hillii</i>	Hill's Weeping Fig	Retain	Trees to be retained
T10	<i>Ficus microcarpa</i> var. <i>hillii</i>	Hill's Weeping Fig	Retain	
T11	<i>Ficus microcarpa</i> var. <i>hillii</i>	Hill's Weeping Fig	Retain	
T12	<i>Ficus microcarpa</i> var. <i>hillii</i>	Hill's Weeping Fig	Retain	
T13	<i>Ficus microcarpa</i> var. <i>hillii</i>	Hill's Weeping Fig	Retain	
T15	<i>Ficus microcarpa</i> var. <i>hillii</i>	Hill's Weeping Fig	Retain	
T16	<i>Ficus microcarpa</i> var. <i>hillii</i>	Hill's Weeping Fig	Retain	Affected by reconfiguration of driveway
T17	<i>Ficus microcarpa</i> var. <i>hillii</i>	Hill's Weeping Fig	Remove	
T18	<i>Ficus microcarpa</i> var. <i>hillii</i>	Hill's Weeping Fig	Remove	
T19	<i>Ficus microcarpa</i> var. <i>hillii</i>	Hill's Weeping Fig	Remove	Affected by reconfiguration of driveway and proposed building footprints.
T20	<i>Ficus microcarpa</i> var. <i>hillii</i>	Hill's Weeping Fig	Remove	
T21	<i>Ficus microcarpa</i> var. <i>hillii</i>	Hill's Weeping Fig	Remove	
T23	<i>Ficus microcarpa</i> var. <i>hillii</i>	Hill's Weeping Fig	Remove	Affected by reconfiguration of entry road
T24	<i>Ficus microcarpa</i> var. <i>hillii</i>	Hill's Weeping Fig	Remove	
T25	<i>Ficus microcarpa</i> var. <i>hillii</i>	Hill's Weeping Fig	Remove	Affected by proposed building footprints.
T26	<i>Eucalyptus saligna</i>	Sydney Blue Gum	Remove	
T27	<i>Eucalyptus saligna</i>	Sydney Blue Gum	Remove	
T28	<i>Phoenix canariensis</i>	Canary Island Date Palm	Relocation	To be transplanted to location on-site
T29	<i>Phoenix canariensis</i>	Canary Island Date Palm	Relocation	
T30	<i>Phoenix canariensis</i>	Canary Island Date Palm	Relocation	
T31	<i>Phoenix canariensis</i>	Canary Island Date Palm	Relocation	
T32	<i>Phoenix canariensis</i>	Canary Island Date Palm	Relocation	
T33	<i>Phoenix canariensis</i>	Canary Island Date Palm	Relocation	

Refer to Revised Arboricultural Assessment (dated August 2010) for Plant no.

LEGEND

- T10 EXISTING TREE TO BE RETAINED
- T20 EXISTING TREE TO BE REMOVE
- T28 EXISTING TREE TO BE REMOVE
- EXISTING BUILDING
- OVERPASS
- BOUNDARY
- EXTENT OF WORKS

NOTE:
VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK. REPORT ALL DISCREPANCIES TO LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS. DRAWINGS MADE TO LARGER SCALES AND THOSE SHOWING PARTICULAR PARTS OF THE WORKS SHALL TAKE PRECEDENCE OVER DRAWINGS MADE TO SMALLER SCALE AND THOSE FOR GENERAL PURPOSES. ALL WORK IS TO CONFORM TO RELEVANT AUSTRALIAN STANDARDS AND OTHER CODES AS APPLICABLE, TOGETHER WITH OTHER AUTHORITIES' REQUIREMENTS AND REGULATIONS THIS DRAWING AND DESIGN IS SUBJECT TO COPYRIGHT AND MAY NOT BE REPRODUCED WITHOUT PRIOR WRITTEN CONSENT. IF IN DOUBT, ASK.

ISSUE	AMENDMENT	APPROVED	DATE
A	DRAWN FOR REVIEW	OC	27.08.10
B	FOR QA	OC	19.09.10
C	AMENDED FOR PROJECT APPLICATION	OC	07.12.10

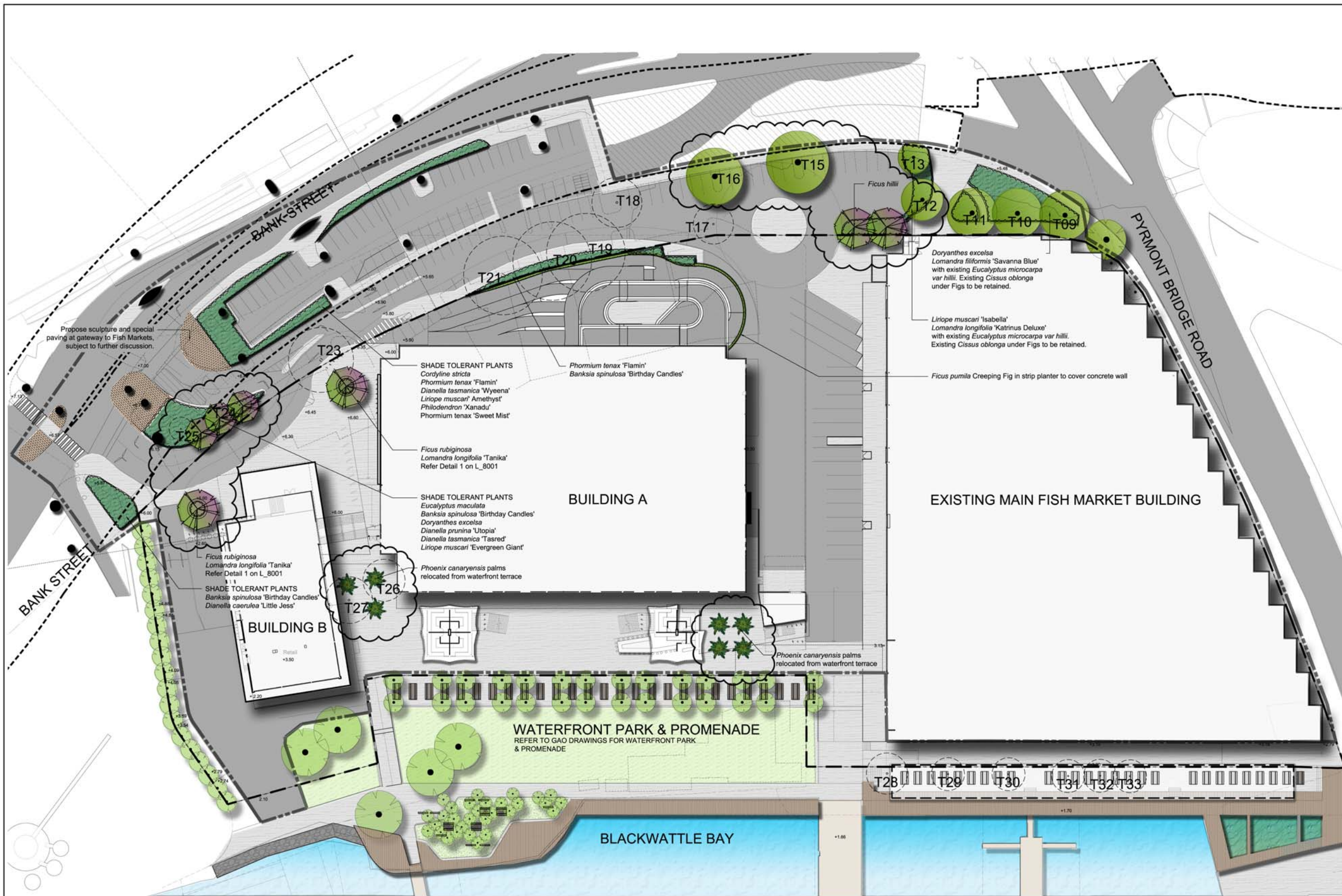


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T. 61 2 8244 8988 F. 61 2 8244 8877
PROJECT
SYDNEY FISH MARKET - PART 3A

DRAWING TITLE			
TREE INVENTORY PLAN			
DRAWN	CHECKED	DATE CREATED	SCALE
JL	OC	AUG 2010	Not to Scale
PROJECT NUMBER	DRAWING NUMBER	ISSUE	
10583	L_1001	C	



- LEGEND
- EXISTING TREE TO BE RETAINED
REFER TREE INVENTORY
 - EXISTING TREE TO BE REMOVED
REFER TREE INVENTORY
 - PROPOSED TREE
REFER TO PLANT SCHEDULE
 - RELOCATED PALMS
REFER TREE INVENTORY
 - TREE BY OTHERS
REFER GAO DRAWINGS
 - PROPOSED PLANTING
REFER PLANT SCHEDULE
 - DECORATIVE PAVING
 - TABLE AND BENCH
REFER TO GAO DRAWINGS
 - OVERPASS
 - SITE BOUNDARY
 - FISH MARKET
EXTENT OF WORKS

LANDSCAPE CONCEPT PLAN
SCALE 1:500 @ A1

NOTE:
VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK. REPORT ALL DISCREPANCIES TO LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS. DRAWINGS MADE TO LARGER SCALES AND THOSE SHOWING PARTICULAR PARTS OF THE WORKS SHALL TAKE PRECEDENCE OVER DRAWINGS MADE TO SMALLER SCALE AND THOSE FOR GENERAL PURPOSES. ALL WORK IS TO CONFORM TO RELEVANT AUSTRALIAN STANDARDS AND OTHER CODES AS APPLICABLE. TOGETHER WITH OTHER AUTHORITIES' REQUIREMENTS AND REGULATIONS THIS DRAWING AND DESIGN IS SUBJECT TO COPYRIGHT AND MAY NOT BE REPRODUCED WITHOUT PRIOR WRITTEN CONSENT. IF IN DOUBT, ASK.

ISSUE	AMENDMENT	APPROVED	DATE
A	DRAFT GAO FOR REVIEW	OC	27.08.10
B	FOR GAO	OC	10.09.10
C	AMENDED FOR PROJECT APPLICATION	OC	07.12.10

ISSUE	AMENDMENT	APPROVED	DATE
A	DRAFT GAO FOR REVIEW	OC	27.08.10
B	FOR GAO	OC	10.09.10
C	AMENDED FOR PROJECT APPLICATION	OC	07.12.10



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PROJECT
SYDNEY FISH MARKET - PART 3A

DRAWING TITLE
LANDSCAPE CONCEPT PLAN

DRAWN	CHECKED	DATE CREATED	SCALE
JL	OC	AUG 2010	1:500 @ A1
PROJECT NUMBER	DRAWING NUMBER	ISSUE	
10583	L_1002	C	

Appendix 4:

VISUAL ANALYSIS – LOCATION 5 (Revised)

From Pyrmont Bridge Road/ Bank Street intersection



Vantage Point 5 - Location Map



Vantage Point 5 - Proposed



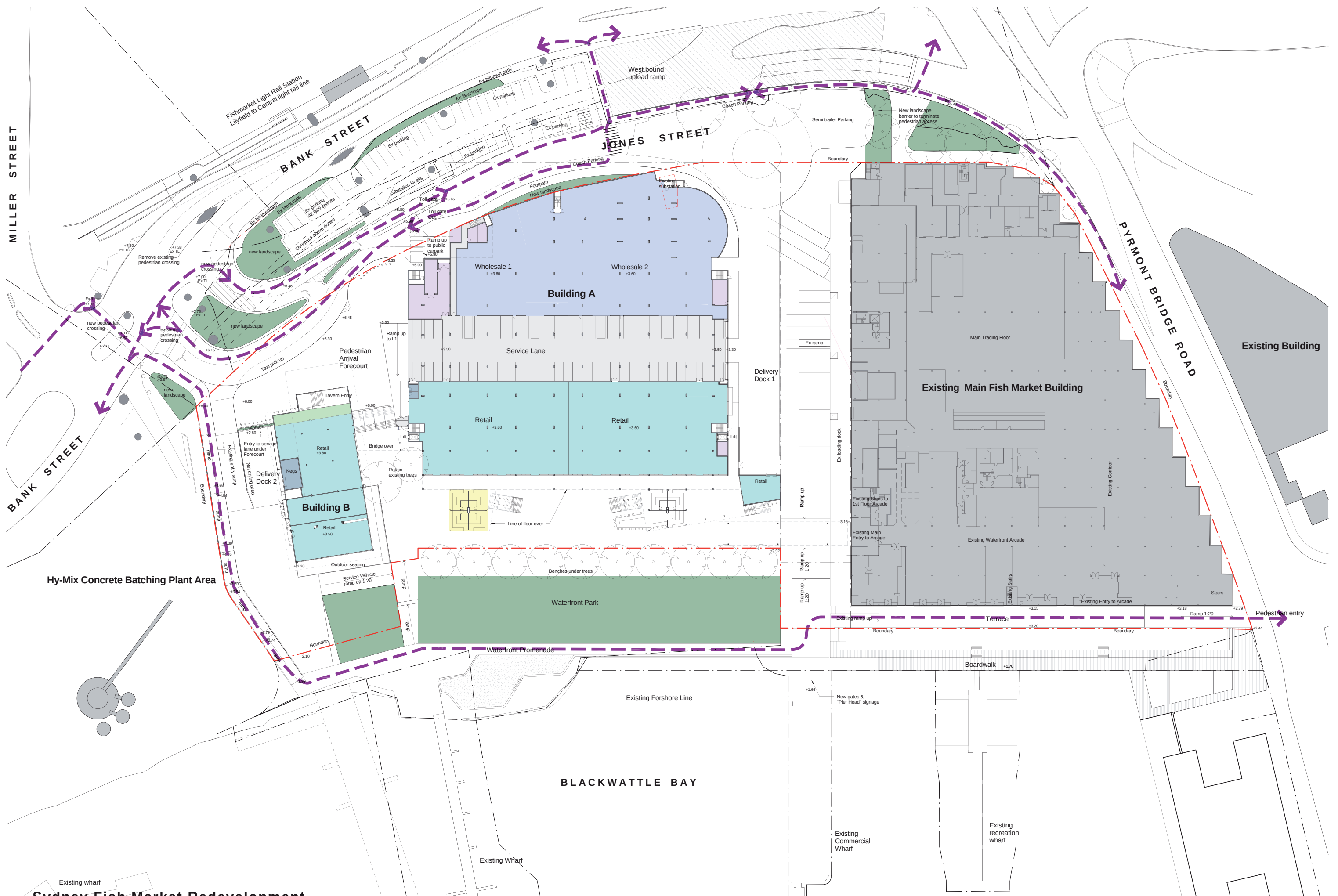
Vantage Point 5 - Existing

Appendix 5:

PROPOSED PEDESTRIAN ACCESS (Revised)

Appendix 6:

PROPOSED CYCLE ACCESS



Sydney Fish Market Redevelopment

CM⁺ Conybeare Morrison

Railly

Client: Sydney Fish Market Authority
August 2010 | 10034 - SK31

Proposed Cyclist Access

Appendix 7:

AGENCY SUBMISSIONS

City of Sydney

ABN 22 636 550 790

GPO Box 1591 Sydney NSW 2001 Australia

Town Hall House 456 Kent Street Sydney NSW 2000 Australia

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council@cityofsydney.nsw.gov.au www.cityofsydney.nsw.gov.au



29 October 2010

Our Ref: R/2010/99/1

Your Ref: MP10_0060

Director, Government Land and Social Projects
Department of Planning
GPO Box 39
Sydney NSW 2001

Attention: Amy Ravitz-Williams

Dear Amy

Sydney Fish Markets 56-60 Pyrmont Bridge Road, Pyrmont

I refer to your request for comments on the current Part 3A Major Project application for the redevelopment of the Sydney Fish Markets (SFM) site.

The City generally supports a redevelopment of the site that will improve its appearance, improve pedestrian access and 'way finding' and the site's integration with the surrounding public domain. It is noted that the City is disappointed that the current application does not include any proposals to upgrade or redevelop the auction hall building within the south east corner of the site. This hall presents as a blank wall to a large section of street frontage within Pyrmont Bridge Road and detracts from the public domain. The City encourages the operators of the Fish Markets to incorporate the redevelopment of the auction hall as part of an endorsed master plan for the site.

In conjunction with the above matters, a number of issues have been identified, that primarily pertain to building design, integration with the public domain and 'way finding'. Many of these issues were raised at the Director General Requirements stage but are still outstanding. Detailed conditions will not be provided until these issues are resolved as they are likely to require design amendments. These issues are detailed below:

Urban Design

Views / Orientation

- The design and layout of the redevelopment appears to focus primarily on the views and outlook towards Blackwattle Bay to the west. Little attention has been given to integrating the site with the public domain or development to the east of the site.
- The height and footprint of the new building will impact upon views looking west from intersection of Pyrmont Bridge Road and Bank Street and from Bulwarra Street. The views from the Pyrmont peninsula across to Blackwattle Cove and

city of villages

Glebe Point will also be affected and replaced with a carpark and concrete ramping. This is inconsistent with the master plan objectives of maintaining existing prominent views.

Building Design

- The eastern elevation of the new main building will present a plain blank wall to the site's main public frontage along Jones Street. This will add little to activating street frontage which is presently unappealing and inhospitable.
- It is recommended that this elevation to the street be redesigned to better activate the Street or at the least incorporate glazing or architectural features or detailing to increase the visibility of internal activity or better design of the building from the street.
- Existing trees on the eastern elevation are well established and form part of the streetscape and should be retained where possible (this is discussed further in the public domain comments). At the very least substantial landscaping and new trees should be provided to screen the vehicle ramps and rooftop car parking, particularly as the car parking will be exposed from the elevated freeway.

Access and Facilities for Persons with Disabilities

- Details about compliance with access requirements for publicly accessible areas and facilities for people with a disability in accordance with the Building Code of Australia and the City of Sydney Access Policy 2007.

Traffic and Bicycle Parking / Movements

Cycleway integration and facilities

- The application appears to include upgrades to cycleway and pedestrian routes around the site but does not adequately address conflicts between vehicles and pedestrian / cyclists at the Bank and Miller Street crossing. The proposal does not adequately address the master plan objectives in this regard.
- All installations of new cycleways require approval of the City's cycleway design team and referral to the Sydney Traffic Committee.
- Consideration should be given to the designated routes shown within the City of Sydney Cycle Strategy and Action Plan 2007 – 2017 and the provision of sufficient width for a separated pedestrian and cycle route along the southern and eastern perimeter of the site in order to provide safe access.
- Consideration is to be given to how the links can be upgraded to improve the pedestrian and cycle experience accessing the site and routes through the site moving east to west and links with the surrounding public domain.
- The levels of cycle parking proposed as part of the development is lower than the requirements set out in the NSW Planning Guidelines to Walking and Cycling. The Guidelines require between 146 and 287 spaces, the proposal only includes 122 spaces.
- There is no mention of any end trip facilities for staff cycling to the site. The guidelines recommend that for approximately 460 staff 1 locker per 3 bicycle

racks should be provided and a total of 8 showers (4 male and 4 female) and 2 changing rooms (1 male and 1 female).

Traffic Impacts

- Jones Street is a City owned road adjacent to the SFM site on its northern boundary. The application relies on a yet to be confirmed time limited lease with The City. The arrangements being proposed have the effect of making the public road private with the installation of toll gates. This arrangement can not be supported until the lease is confirmed.
- Similar concerns are raised with the proposed roundabout which is to be constructed half on The City's land and half on the SFM site.
- If the road is to remain public, concern is raised with the proposed arrangement of semitrailers serving the site reversing into the loading docks from the public road. This is not something that would be supported.
- Any proposed changes to the traffic or parking arrangements will need approval of the City and referral to the Sydney Traffic Committee. Transport NSW should also be consulted in light of potential bus operations through this intersection and in the vicinity of the site.
- It is unclear from the submitted information if the car park has potential for use as all day commuter car parking. This should be discouraged with an appropriately structured charging system.

Construction Traffic Management Plan (CTMP)

- It is recommended that the CTMP be revised to include an Internal Access Management Plan and a Construction Pedestrian Management Plan. The final plan will require approval from the City's Construction Regulations Unit.
- Any changes to the signalling will need approval from the RTA.

Public Domain

Tree Removal

- A large number of trees are proposed to be removed along the site boundary adjacent to the Western Distributor. Therefore, Building A should be setback a minimum of three (3) metres to allow for replacement tree planting to replace the loss of tree coverage. Palms would be suitable.

Trees for Retention			
Tree No:	Botanical Name	Dimension (metres)	Setback Required (metres)
9, 10, 11, 12, 13	<i>Ficus microcarpa</i> var. <i>hillii</i> (Hill's Weeping Fig)	10 x 12m	4.2m
23	<i>Ficus microcarpa</i> var. <i>hillii</i> (Hill's Weeping	14 x 25m	10.2m

	Fig)		
24, 25	<i>Ficus microcarpa</i> var. <i>hillii</i> (Hill's Weeping Fig)	7 x 7m	2.5m
26, 27	<i>Eucalyptus saligna</i> (Sydney Blue Gum)	14 x 13m	8.4m
28, 29, 30	<i>Phoenix canariensis</i> (Canary Is. Date Palm)	8 x 7m	2.5m
31, 32, 33	<i>Phoenix canariensis</i> (Canary Is. Date Palm)	4 x 7m	2.5m

- Trees numbered 9, 10, 11, 12 and 13 (using the numbering provided in the Arborist Report) are proposed for retention. The City supports their retention and the trees must be protected during all stages of development on site. Tree protection measures should be prepared by a qualified arborist and submitted to the City for approval.
- Six palm trees numbered 28, 29, 30, 31, 32 and 33 were transplanted to site approximately 15 years ago and are proposed for transplanting as part of the development. The palms should be considered for relocation within the site, possibly along the Bank Street frontage to replace the large number of trees being removed and to help soften the building frontage.
- Tree numbered 23 is proposed for removal, however, it is recommended that it be retained. It is a mature and healthy tree which already provides screening of the site from the Western Distributor. It is noted the applicant's Arborist identifies this tree as the best specimen on site and therefore the design should be modified to allow its retention. A minimum setback is required of 3 metres. The plans must be amended to provide these setbacks.
- Trees numbered 24 and 25 are both recommended by the Arborist as being suitable for transplanting and this should be considered as part of the development.
- Trees numbered 26 and 27 are proposed for removal; however, it is recommended that these trees be retained. The two trees are large and healthy trees providing significant amenity to the site. A minimum setback of 8 metres is required to adequately protect the trees. The plans must be amended to provide these setbacks and any ground treatments within Tree Protection Zone should be above existing grade.

Trees for Removal			
Tree No:	Botanical Name	Dimension (metres)	Health / Condition
16, 17, 18	<i>Ficus microcarpa</i> var. <i>hillii</i> (Hill's Weeping Fig)	10 x 12m	Poor
19, 20, 21	<i>Ficus microcarpa</i> var. <i>hillii</i> (Hill's Weeping Fig)	14 x 20m	Fair

- Trees numbered 15, 16, 18 and 19 are in poor condition. Recent pruning which appears to have been completed without consent has resulted in significant modification of tree canopy structure.
- Tree numbered 17 is structurally unsound and should be removed regardless of the development.

- Tree numbered 20 and 21 are in fair condition however large woody structural roots are exposed above the existing asphalt footpath and therefore it is unlikely the trees will be safely retained considering the scale of the proposed works.

Tree Management Plan

- To ensure all trees identified for retention are safely retained and protected a Tree Management Plan must be prepared by a qualified Consultant Arborist, who holds the Diploma in Horticulture (Arboriculture), Level 5 under the Australian Qualification
- Framework; to ensure the necessary tree protection measures are implemented during all stages of development. Please note, all issues regarding trees must be addressed and resolved prior to the commencement of works. The Tree Management Plan must be submitted to the City for approval to ensure all trees recommended for retention are protected in accordance with AS 4970 Protection of Trees on Development Sites.
- The Tree Management Plan should include the following;
 - Review the architectural and landscape drawings and assess the potential impact of the proposed development on existing trees to be retained, including assessment of any proposed incursions to the canopy and/or root zone – including as part of the construction methodology;
 - Recommend modifications to the design or construction methods where appropriate to minimise adverse impact on trees considered worthy of preservation including recommended setbacks or other measures to avoid adverse impact.
 - Prepare a plan showing the trees to be removed and retained together with their respective identification number based on the site survey. Trees to be removed shall be indicated with a bold dashed line.
 - A plan of management for transplantation must be included regarding existing palms numbered 28 – 33 and fig trees numbered 24.
 - Information on the Arborist's involvement during the works is also required.
- Final detailed conditions will be provided once amended plans are submitted.

Ownership of Public Domain Works

- There are several areas of uncertainty concerning works to the private and public domain. It is unclear who will be the end owner responsible for the proposed new streets, parking areas on private land, parks and the harbour side public precinct.
- If the City is to take ownership of any of these areas then the City standards for design and construction must be adhered to. Delineation of site boundaries to define public domain and private land will be required.

- Arrangements and responsibility for maintenance of these increased areas of landscaping must be discussed further with the City before the proposal can be endorsed. It is likely that the City will likely require that these areas are maintained by the development as part of any future lease arrangement.

Landscaping works

- Further consideration should be given to the size, layout, species and irrigation requirements in the soft landscaping areas shown along Jones and Bank Streets.
- The introduction of soft landscaping throughout the site including shade trees to soften the large areas of 'hardscape' adjacent to the Pedestrian Arrival Forecourt, Waterfront Promenade and pedestrian paved areas is required.
- Consideration should be given to the provision of a shaded secure children's play or recreation area adjacent to the Main Lawn or Urban Plaza area.

Public access along the foreshore

- The 6m wide timber boardwalk and 3.5m wide paved promenade is generally acceptable, although it is noted that at the southern end it is proposed to be used for shared circulation and greater consideration should be given to resolving conflicts between cyclists and pedestrians crossings at key access points.
- If the public foreshore area is to be dedicated to the City, then City standards for design must be adhered to.
- Information as to maintenance, dedication of land, register of easement on title or other arrangements will need to be submitted to The City for approval.

Waterfront and Public Safety

- Details will need to be provided about waterfront safety measures: stair access to the water's edge, buoys and similar.
- Details on lighting to publicly accessible areas in accordance with Australian and City of Sydney Standards are to be submitted.

Links to the Surrounding Public Domain

- The submitted drawings show public domain changes to the boundaries on the eastern, northern and western sides of the development. No information is provided about upgrades to the public domain along Pyrmont Bridge Road on the southern boundary and no detailed information is provided regarding pedestrian crossings.
- Details about changes to the surrounding street network to enable pedestrian and cycle access to the site, including details on the extent of work proposed outside the boundary of the site and changes to the traffic signals to Pyrmont Bridge Road and Bank Street (2 locations) are to be submitted. Evidence of consultation with the RTA on proposed changes to the signals should be submitted.

- Details about how public domain works will be resolved to prevent conflict between vehicles and pedestrians / cyclists entering and leaving the site should be submitted.
- A public domain plan will be required detailing the proposed integration and links with the surrounding area, including links to Wentworth Park, the light rail stop on Bank Street, Jacksons Landing development and the greater Pyrmont suburb.
- The public domain and publicly accessible areas are to be upgraded in accordance with the City of Sydney's Public Domain Manual, Sydney Streets Design Code, and Sydney Streets Lighting Policy. Details of compliance with the City's policies are to be included.

Impact upon Potential Non- Indigenous and Indigenous Archaeology

To effectively manage any impacts on non indigenous and aboriginal archaeological potential of the area in accordance with the NSW Heritage Act 1977 and National Parks and Wildlife Act 1974, respectively, the following is recommended:

- A program of archaeological investigation should be undertaken and an excavation director appointed to manage the program.
- A Research Design and Management Strategy report needs to be written to guide this investigation. This report needs to draw on a range of Heritage Council guidelines.
- Testing of areas of impact within the study area should be carried out to determine the nature and depth of archaeological remains and to assist the development of an archaeological management strategy.
- Based on the archaeological integrity of the remains, a program of archaeological salvage and recording will be required. Recording and salvage would include sampling sections of the site, such as:
 - Recording any evidence of 19th-century maritime infrastructure, stores and reclamation including features such as drains and culverts, jetties piers sea walls and piling and evidence of early industrial buildings particularly those associated with early industry including the timber industry, shipwrights workshops, sandstone quarrying, ironworks, oil works and the cooperage.
 - The nature of the area's reclamation fills should be investigated throughout the study area.
 - Evidence for the early topography and natural landform and how this was modified through time.
 - Subsurface archaeological deposits containing Aboriginal artefact scatters and/or middens may be located within the portion near the original shoreline.
- The archaeological sampling and recording needs to be undertaken according to Heritage Branch, Department of Planning guidelines and best practice archaeological methodologies. The program of Aboriginal sub-surface testing should be undertaken in partnership with the Metropolitan Local Aboriginal Land Council.

- If any Aboriginal “objects” (as defined under the *National Parks and Wildlife Act 1974*) are located during the course of the testing program, the Metropolitan Local Aboriginal Land Council should apply for a Care Agreement with the Department of Environment, Climate Change and Water to enable them to keep the objects.
- A repository for any artefacts recovered should be kept on site.
- An interpretation plan is to be developed for the site, and the results of the archaeological program, with all its types of evidence, needs to be incorporated into the interpretation plan. The archaeologists need to have a central role in the development of ideas and themes and interpretative concepts. Interpretation of the Aboriginal history of the site should be included in the redevelopment proposals.

Contamination

- The Remediation Action Plan (RAP) prepared by Environmental Investigation Services dated August 2010 states that the site can be made suitable provided the management measures outlined in the RAP are implemented. However the RAP has not been peer reviewed by a NSW EPA accredited site auditor and does not include a statement issued by that auditor certifying that the RAP is practical and the site will be suitable after remediation for the proposed use.
- Therefore, the proposal in its current form cannot be supported until a statement by a NSW EPA accredited site auditor certifying that the RAP is practical and that the site will be suitable after being remediated in accordance with the requirements of the RAP is supplied to the City for further comment and found to be satisfactory as required by SEPP55.

Tavern and food premises

- Limited details have been provided for the fitout and use of the proposed tavern (licensed premises) and other food premises. It is recommended that each tenancy be subject to a separate development application and that a consistent operation and signage strategy be formed to guide applications.

If you would like to speak to a Council officer, please contact **Jai Reid** on 9265 9677 or email jreid@cityofsydney.nsw.gov.au

Yours sincerely,



Graham Jahn LFRAIA Hon AIA Hon FPIA Hon FNZIA
Director City Planning and Regulatory Services

~~File~~ ~~intro~~ - Sydney Industry City of Sydney Sydney City Council

Our reference : DOC 10/43052 / FIL 07/695-05
Contact : Melanie Meatheringham, 9995 6858

FILE COPY

Mr Daniel Cavallo
A/ Director, Government Land and Social Projects
Department of Planning
GPO Box 39
Sydney, NSW 2001

Dear Mr Cavallo,

Re: Review of the Environmental Assessment for the Redevelopment of Sydney Fish Markets (MP10_0060)

I refer to the Department of Planning's (DoP) request for review and comment on the Environmental Assessment (EA) for the Redevelopment of Sydney Fish received 22 September 2010. The Department of Environment, Climate Change and Water ("DECCW") have reviewed the EA.

Based on the information provided in the EA, the Sydney Fish Market will not require an Environmental Protection Licence. However DECCW feels it would be appropriate for the DoP to require an NSW EPA accredited Site Auditor to be engaged in the review of the work undertaken in relation to the remediation of the petroleum and fill related contamination at the site.

The proponent should also be notified if during further stages of the development the implementation of a co- or tri-generation plant is considered, that an Environmental Protection Licence may be required under the provisions of the *Protection of the Environment Operations Act 1997*.

A co- or tri-generation plant is likely to require a licence if it generates electricity through the use of an internal combustion engine that has the capacity to burn more than 3 megajoules of fuel per second. Reference should be made to Schedule 1 of the *Protection of the Environment Operations Act* for full details of the licensing thresholds for electricity generation (available at: <http://www.legislation.nsw.gov.au/maintop/view/inforce/act+156+1997+cd+0+N>).

If you have any queries regarding this letter please contact Melanie Meatheringham on 9995 6858.

Yours sincerely



STUART CLARK
Acting Unit Head Sydney Industry
Environment Protection and Regulation Group

The Department of Environment and Climate Change is now known as the Department of Environment, Climate Change and Water

PO Box 668, Parramatta NSW 2124
Level 7, 79 George St, Parramatta NSW
Tel: (02) 9995 5000 Fax: (02) 9995 6900
ABN 30 841 387 271
www.environment.nsw.gov.au

Department of **Environment and Climate Change** NSW



RTA Ref: RDC 10M719 - 2 SYD10/00786
Contact: James Hall (RN) T 8849 2047
Your Ref: MP 10_0060

SRDAC

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

The Director
Government Land and Social Projects
Department of Planning
GPO Box 39
Sydney NSW 2001

Attention: Amy Ravitz-Williams

**SYDNEY FISH MARKET, BLACKWATTLE BAY, PYRMONT
ENVIRONMENTAL ASSESSMENT**

Dear Sir/Madam

I refer to the Department of Planning's letter dated 20 September 2010 (Reference: MP10_0060), concerning the abovementioned development application which was referred to the Roads and Traffic Authority (RTA) for comment.

The Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 6 October 2010, and provides the following comments:

1. It is noted that the proposed development site includes land that is owned by the RTA (Lot 17) that is subject to a lease to Sydney Fish Market Pty Ltd with a clause to transfer ownership to the State Property Authority (SPA) in the near future.

The RTA is further investigating this matter and will arrange the necessary clearances to allow the land to be vested in SPA in connection with the proposed development. The Department of Planning will be notified upon resolution of this issue.

2. In regard to the revised intersection layout for the signalised intersection of Bank Street and Miller Street, the following concerns are raised:
 - The location of the modified Hymix concrete plant entry and exit and the service lane.

An independent Stage 2 Road Safety Audit shall be undertaken on the proposed Hymix concrete plant entry and exit and the proposed service lane, as illustrated on the concept signal design plan, by a certified auditor.



- The length of the proposed "A" phase pedestrian crossing is excessive. The current duration of the "A" phase pedestrian crossing is 23 seconds (walk and clearance), and would have to be increased significantly to cover the proposed crossing distance. This would result in reduced green time to all other signal phases.
- The re-positioning of the stop line in the proposed plan would cause an increase in red time for all other phases, therefore creating a less efficient traffic signal operation.

The developer should consider the provision of a slip lane for the westbound entrance into the site and the stop line to be left in its existing position.

- The turning curve on the exit approach from the site is excessively sharp. This will result in larger headways for vehicles exiting the fish markets, again causing inefficient traffic signal operation.

Revised intersection plans which address the abovementioned concerns (including an electronic copy of the proposed signal phasing) shall be submitted to the RTA for approval.

3. Consideration should be given to the implementation of a sensory 'Parking Guidance System' throughout the internal car parking areas to guide traffic circulation and prevent residual queuing in parking areas.
4. Consideration should be given to increasing the length of the divergence of the dual-lane approach to the signalised exit of the site at the intersection of Miller Street and Bank Street in order to increase the storage of the residual queuing of vehicles on-site.
5. The layout of the car parking areas associated with the subject development (including: driveways, grades, aisle widths, turning paths, sight distance requirements, and parking bay dimensions) should be in accordance with AS 2890.1-2004 and AS 2890.2 – 2002 for heavy vehicles.
6. All vehicles are to enter and leave the site in a forward direction.
7. All vehicles should be wholly contained on site before being required to stop.
8. All loading and unloading shall occur on site.
9. Post development storm water discharge from the subject site into the RTA drainage system shall not exceed the existing development discharge.

Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to the RTA for approval, prior to the commencement of any works. Details should be forwarded to:-

The Sydney Asset Management
PO Box 973
Parramatta CBD NSW 2124

A plan checking fee may be payable and a performance bond may be required before the RTA's approval is issued. With regard to the Civil Works requirement please contact the RTA's Project Engineer, External Works Ph: 8849 2114 or Fax: 8849 2766.

10. The developer shall submit detailed design drawings and geotechnical reports relating to any excavation of the site and support structures to the RTA for assessment (prior to the approval of any Construction Certificate). The developer shall meet the full cost of the assessment by the RTA.

The report would need to address the following key issues:

- a. The impact of excavation/rock anchors on the stability of Pyrmont Bridge Road and the Western Distributor and details how the carriageway would be monitored for settlement.
 - b. The impact of any excavation on the structural stability of the Pyrmont Bridge Road and the Western Distributor.
 - c. Any other issues that may need to be addressed (Contact: Geotechnical Engineer Stanley Yuen on Ph: 8837 0246 or Graham Yip on Ph: 8837 0245 for details).
11. All demolition and construction vehicles are to be contained wholly within the site.
 12. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to the Department of Planning and Council for review prior to the issue of a Construction Certificate.
 13. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
 14. All works/regulatory signposting associated with the proposed development shall be at no cost to the RTA.

In addition to the above, the Department is advised that other sections of the RTA are reviewing the subject development application and if any issues are raised, the Department will be advised of these issues in due course.

If you wish to discuss this application further, please contact James Hall, Senior Land Use Planner, on 8849 2047 or via email james_hall@rta.nsw.gov.au.

Yours faithfully



Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

29 October 2010

Audrey Thomas

From: Amy Ravitz-Williams [Amy.Ravitz-Williams@planning.nsw.gov.au]
Sent: Tuesday, 23 November 2010 12:09 PM
To: athomas@cmplus.com.au
Subject: Fwd: MP10_0060 Sydney Fish Markets Redevelopment, Pyrmont -10M719 Vol2 - Environmental Assessment - Further Comment from RTA

Hi Audrey,

Please find below further comments from the RTA. If these come through in a letter I'll send it on to you.

Will call you back this afternoon regarding the peer review issue.

Amy

Amy Ravitz-Williams | Planner | Government Land & Social Projects |
 Department of Planning
 Ph 02 9228 6557 | Fax 02 9228 6564 6399 |
amy.ravitz-williams@planning.nsw.gov.au | www.planning.nsw.gov.au

>>> NICHOLSON Rachel A <Rachel_NICHOLSON@rta.nsw.gov.au> 19/11/2010 3:47 pm >>>

Hi Amy,

Further to the RTA response to the Sydney Fish Markets Redevelopment application (MP10_0060) sent to DoP on 29 October 2010, please incorporate the following additional comment into the conditions of development consent (where applicable):

- Although the proposed development is located clear of the viaduct structures associated with the Western Distributor, the RTA shall have maintenance access to the viaduct structures at all times.

Construction equipment shall be kept clear of the viaduct structures at all times, and no permanent structures which may impede this access are to be erected within Lot 17 DP 1027254.

Please also note that Lot 17 DP 1027254 within the development site is currently owned by the RTA. The RTA's Property Sales and Leasing section has advised that while development consent may be granted prior to the transfer of ownership to the State Property Authority, the RTA's access across this lot for the maintenance of the Western Distributor viaducts must be retained.

If you require any further clarification with regard to this matter, please contact me on the details below.

Kind regards

Rachel Nicholson | RTA
 Transport Planning | Sydney Region
 Level 11, 27 Argyle Street
 PARRAMATTA | NSW | 2150
 T: 02 8849 2423 (x82423)
 E: Rachel_NICHOLSON@rta.nsw.gov.au

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1/12/2010



Transport

Level 21, 227 Elizabeth Street, Sydney, NSW 2000
PO Box K659 Haymarket NSW 1240

Telephone 9268 2800 Facsimile 9268 2900
Internet www.transport.nsw.gov.au

ABN 25 765 807 817

Daniel Cavallo
A/Director, Government Land and Social Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Amy Ravitz-Williams

EXHIBITION OF ENVIRONMENTAL ASSESSMENT FOR PROPOSED REDEVELOPMENT OF SYDNEY FISH MARKETS (MP10_0060)

Dear Mr Cavallo,

I refer to your letter dated 17 September 2010 seeking advice on the Environmental Assessment for the Proposed Redevelopment of Sydney Fish Markets. Transport NSW appreciates the opportunity to comment on this matter.

Transport NSW has reviewed the Environmental Assessment and supporting information. In order to support the proposal, Transport NSW requests that a number of matters be resolved to support the objectives, targets and initiatives of the *NSW State Plan 2010, Metropolitan Transport Plan: Connecting the Cities (MTP), Integrating Land Use and Transport policy package* (particularly the Improving Transport Choice component), *Planning Guidelines for Walking and Cycling* and *Development & Active Living: Designing Projects for Active Living*.

In particular, TNSW requests that if approval is granted to this application, any final statement of commitments or conditions of consent include:

1. The preparation of a workplace travel plan and travel access guide by suitably experienced professionals to support walking, cycling, public transport use and reduce private vehicle use, prepared in accordance with the Premier's Council for Active Living guidance (available from: http://www.pcal.nsw.gov.au/workplace_travel_plan) prior to construction; and

2. The provision of visitor bicycle parking facilities at ground level close to entrances, in a visible and weather protected location and subject to casual surveillance. Amenities for cyclists such as showers and lockers should also be provided sufficient to cater for expected demand. The *NSW BikePlan* may be of assistance in guiding development of cycling facilities.

TNSW supports measures to reduce on-site parking in locations with good accessibility to public transport. As part of a Work Place Travel Plan (WTP) prior to construction, the opportunity to introduce measures to limit the need for car parking on the site should be considered.

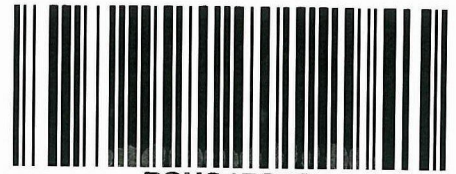
I trust that these comments are of assistance. Should you wish to discuss this matter further, please contact Chris Walsh on 9268 2222 or via chris.walsh@transport.nsw.gov.au .

Yours sincerely


1/11/10

David Hartmann
A/ Senior Manager
Centre for Transport Planning

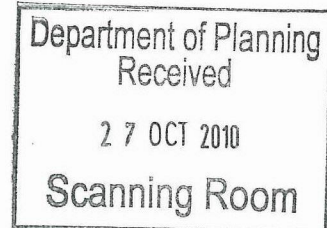
CD10/07456



PCU015976

22 October 2010

The General Manager
Department of Planning
GPO Box 39
Sydney NSW 2001



ATTENTION: Amy Ravitz- Williams

Dear Sir/Madam,

MAJOR PROJECT – MP10_0060
Exhibition of Proposed Redevelopment of Sydney Fish Markets

I refer to Council's letter dated 17 September 2010 regarding the proposed development at the above address.

Rail Corporation New South Wales (RailCorp) has reviewed the proposal and asks that the following issues be addressed in the conditions for this proposed development.

Dial Before You Dig

It is imperative that the Applicant identifies the existence of any existing RailCorp services (such as pipes and cables) and structures within their development area by initiating the appropriate service searches. Where RailCorp services exist within the development site, the Applicant must enter into discussion, and reach agreement with RailCorp regarding the accommodation of the services.

In addition, where physical intrusion into the corridor is required (e.g. stormwater connections, rock anchors) there may be conflict with existing RailCorp services in the corridor. It is imperative that the Applicant identifies the existence of any RailCorp services and structures within the area of the corridor affected. It is therefore requested that Council include the following condition of consent:

- *Prior to the issue of a Construction Certificate the applicant shall undertake use dial-before-you-dig to establish the existence and location of any rail services. Persons performing the dial-before-you-dig shall use equipment that will not have any impact on rail services and signaling. Should rail services be identified within the subject development site the Applicant must discuss with the RailCorp as to whether these services are to be relocated or incorporated within the development site.*

Finally, it is asked that Council forward to RailCorp a copy of the final development consent to enable RailCorp to monitor the Applicant's compliance with rail related conditions of consent.

Thank you for providing RailCorp the opportunity to comment and please contact me if you have any further enquires.

Yours sincerely,



Alexandra Stathakis
Assistant Town Planner
RailCorp Property



Our ref: OUT10/15811

Your ref: MP10_0060

Mr Daniel Cavallo
A/Director, Government Land and Social Projects
NSW Planning
GPO Box 39
SYDNEY NSW 2001

Dear Mr Cavallo,

**Exhibition of Environmental Assessment for the Redevelopment of Sydney Fish Markets
(MP10_0060)**

Thank you for your letter dated 20 September 2010 requesting Industry & Investment NSW (I&I NSW) comment on the environmental assessment (EA) for the proposed redevelopment of the Sydney Fish Markets.

Considering the provisions under the *Fisheries Management Act 1994* and the *Policy and Guidelines Aquatic Habitat Management and Fish Conservation 1999*, the Department does not object to the works as proposed provided that the erosion and sediment control measures and the acid sulphate soil management plan are implemented and included in any approval conditions for this project.

I&I NSW recommends that in-lieu of the vertical and steel sheet piling seawalls proposed for part of the reconstructed seawall that sloping seawalls of an environmentally-friendly design are used. These seawalls will provide greater habitat value for aquatic organisms and minimise refraction-related erosion. For further information about environmentally-friendly seawall designs see: http://sydney.cma.nsw.gov.au/index.php?option=com_remository&Itemid=116&func=startdown&id=315

I&I NSW commends the stormwater and water sensitive urban design aspects of this proposal.

The implementation of all the measures stated above should mitigate potential impacts on aquatic habitats from this proposal and provide an opportunity to improve the aquatic biodiversity of this part of Sydney Harbour.

For any further information please contact Carla Ganassin on (02) 9527 8552 or carla.ganassin@industry.nsw.gov.au

Yours sincerely

Bill Talbot
Director, Fisheries Conservation and Aquaculture

15 October 2010

22 October 2010

Daniel Cavallo
A/Director, Government Land & Social Projects
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attn: Ms Amy Ravitz-Williams

Via email: amy.ravitz-williams@planning.nsw.gov.au

Dear Mr Cavallo

**Major Project – MP10_0060 – Exhibition of Environmental Assessment –
Redevelopment of Sydney Fish Markets**

Reference is made to the above application referred to NSW Maritime on 17 September 2010 for comment.

As land owner of the bed of Blackwattle Bay up to the Mean High Water Mark, NSW Maritime's interests relate primarily to any works that may directly or indirectly affect the Bay and adjoining foreshore lands.

NSW Maritime generally agrees with the key issues that have been identified by the proponent and has no objection to the proposed development, however prior to the determination of the application the following matters should be further addressed:

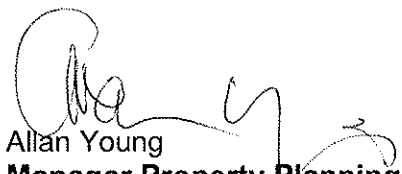
1. The proposed bio-retention system (reed bed) and contiguous area of the promenade boardwalk, extending west, directly adjoins the NSW Maritime (NSWM) site for the proposed Blackwattle Bay Marina (BBM). Prior to finalisation of the application the following additional and further information is requested:
 - a) Details of the scheduling for the construction of these elements. In order to permit the timely progression of the adjoining development site, scheduling of these works should be done in consultation with NSW Maritime to ensure that the westerly sea wall does not become obstructed and prevent remedial works;
 - b) Detailed design of the proposed reed bed and the boardwalk interface, including levels, demonstrating that adequate and ongoing access to the adjoining westerly sea wall is maintained. Any design should be coordinated with NSW Maritime;
 - c) Plans detailing the levels of the interface between the Sydney Fish Market (SFM) site and the adjoining BBM. The finished level of the boardwalk should be suitably managed to create a public space that will comply with the *Disability Discrimination Act* and that does not require handrails; and

- d) Throughout construction the applicant should ensure the public interface provided by the (boardwalk) link to the adjoining BBM site is managed to ensure safety to members of the public using Sydney Fish Markets.
2. If any works require the delivery or removal of materials via the waterway, such operations should be fully detailed and supported by suitably prepared management plan. The plan should ensure that all users of Blackwattle Bay are provided suitable and unobstructed access throughout all phases of construction.
3. The ecological impact statement prepared by Environmental Resources Management Australia dated 5 July 2010 should be modified to include management methods to be implemented during construction works to ensure that sediment loads are reduced and contained (i.e. installation of silt containment devices) in relation to works occurring with the Bay. The plan should also include monitoring and reporting measures on key management actions as well as incident response measures.

The subject development and the redevelopment of the adjoining NSW Maritime site for the Blackwattle Bay Marina are inextricably linked. The design and future construction of this area should only occur in close consultation and coordination with NSW Maritime.

Thank you for the opportunity to comment on the Project Application. If you require any further information, please do not hesitate to contact NSW Maritime's, Planner, Ms. Rachael Snape on 9563 8511.

Yours sincerely,

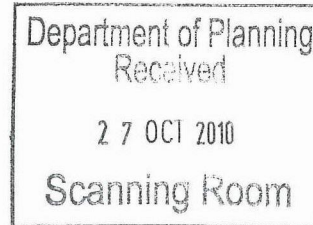


Allan Young
Manager Property Planning
Property, Planning & Infrastructure Division

22 October 2010



Daniel Cavallo
A/Director, Government Land and Social Projects
Department of Planning
GPO Box 39
Sydney NSW 2001



Attention: Amy Ravitz-Williams

Dear Mr Cavallo,

Re: MP10_0060 - Environmental Assessment for the proposed redevelopment of Sydney Fish Markets

Thank you for your letter of 17 September inviting submissions for the Environmental Assessment of the proposed redevelopment of the Sydney Fish Markets. Sydney Water has reviewed the proposal and provides the following comments for the Department of Planning's consideration.

Water

The 150 mm drinking water main on the southern side of Banks Street has sufficient capacity to service the proposed development.

Wastewater

The 375 mm sewer main on Bank Street has sufficient capacity to service the proposed development.

Stormwater

A 1500mm diameter stormwater pipeline servicing Sydney Water's City Area SWC 30 system traverses the Sydney Fish Markets redevelopment site, running approximately east to west.

Sydney Water requires that a clear access zone and clear vehicular access to its stormwater assets be maintained at all times. A minimum one metre clearance is to be provided on either side of the 1500mm diameter stormwater pipeline to all building structures, and a clearance above ground of six metres.

Building structures are to be designed so that no load is transferred to the stormwater pipeline, and are to be structurally supported outside the zone of influence or on pier foundations. The applicant will need to provide detailed drawings incorporating Sydney Water's stormwater assets and all permanent structures proposed within the zone of influence.

As extensive redevelopment of the waterfront area is proposed, Sydney Water requests further detailed information that describes the integration of the proposed main wharf, ramp and promenade with the existing stormwater outlet. In this regard, Sydney Water requires the outlet to be easily accessible and maintainable at all times.

Sydney Water strongly supports the proposed incorporation of Water Sensitive Urban Design measures in the Sydney Fish Markets redevelopment. Sydney Water requires stormwater discharging to its networks through new connections to meet contemporary stormwater management targets. As a minimum, the 1997 NSW Environment Protection Authority guidelines, detailed below, should apply.

Pollutant	Target Requirement
Total Gross Pollutants	90% reduction in the post development mean annual load
Total Suspended Solids	80% reduction in the post development mean annual load
Total Phosphorous	45% reduction in the post development mean annual load
Total Nitrogen	45% reduction in the post development mean annual load

Sydney Water Servicing

Sydney Water will further assess the impact of individual developments when the proponent applies for a Section 73 Certificate. This assessment will enable Sydney Water to specify any works required as a result of the development and to assess if amplification and/or changes to the system are applicable. Sydney Water requests the Department of Planning to continue to instruct proponents to obtain a Section 73 Certificate from Sydney Water.

The proponent must fund any adjustments needed to Sydney Water infrastructure as a result of any development. The proponent should engage a Water Servicing Coordinator to get a Section 73 Certificate and manage the servicing aspects of the development. Details are available from any Sydney Water Customer Centre on 13 20 92 or Sydney Water's website at www.sydneywater.com.au.

Sydney Water e-planning

Sydney Water has created a new email address for planning authorities to use to submit statutory or strategic planning documents for review. This email address is urbangrowth@sydneywater.com.au. The use of this email will help Sydney Water provide advice on planning projects faster, in line with current planning reforms. It will also reduce the amount of printed material being produced. This email should be used for:

- Section 62 consultations under the *Environmental Planning and Assessment Act 1979*
- consultations where Sydney Water is an adjoining land owner to a proposed development
- Major Project applications under Part 3A of the *Environmental Planning and Assessment Act 1979*
- consultations and referrals required under any Environmental Planning Instrument
- draft LEPs, SEPPs or other planning controls, such as DCPs
- any proposed development or rezoning within a 400m radius of a Sydney Water Sewage Treatment Plant
- any proposed planning reforms or other general planning or development inquiries

If you require any further information, please contact Matthew Lewis on 02 8849 4001 or e-mail matthew.lewis@sydneywater.com.au

Yours sincerely



Adrian Miller
Manager, Urban Growth Strategy and Planning

Appendix 8:

PUBLIC SUBMISSIONS

PYRMONT ACTION

Elizabeth Elenius, Convenor
9C/2 Bowman Street
PYRMONT NSW 2009
Tel: 9571 9727; 0409 552 117
Email: eelenius@bigpond.net.au

20 October, 2010

The Director,
Department of Planning,
23-33 Bridge Street,
SYDNEY. NSW 2009

Attention Amy Ravitz-Williams

MP10 0060 – Redevelopment of Sydney Fish Markets

Pymont Action Inc is a local community group whose objective is to encourage state and local authorities to improve the amenity of Pymont and its surrounds, including access. We have been working with the Sydney Fish Markets for a number of years to realise its redevelopment in a manner that will provide better linkages with Pymont, Wentworth Park and Glebe, including foreshore walkways, bicycle tracks and traffic management, and improved visual amenity from the park.

The plan under review represents a significant improvement on the current amenity of the SFM and avoids the overdevelopment approved under the previous SFM Master Plan, although it is not the optimum and is constrained by the resources available. We have a number of comments to make on the details of the proposed redevelopment.

- 1.0 **Built Form** – By keeping the height of the buildings at no more than level with the Western Distributor, the building footprint, of necessity is greater. The building height will have no major impact on views. A driver of the height of Building A is the increase in provision of car parking spaces from the current 417 spaces to 622 spaces. We appreciate that the redevelopment will attract more retail custom, and note that this may be spread over a longer period of time within a 24 hour period as new cafes, restaurants and the tavern will be open in the evenings. It is also proposed to increase wholesale facilities, all of which will increase the demand for parking.
- 2.0 **Public Domain** – The amount of open space provided in the current plan is substantially more than that provided in the earlier Master Plan prepared by SHFA. The earlier MP provided for a 1,830 sq m square, and a 575 sq m park. The latest plan provides for a 2,100 sq m plaza and a park area



comprising 764 sq m of dining area and 2,480 sq m of lawn. The removal of buildings from the western foreshore greatly enhances the whole experience of outdoor dining and public recreation. We commend the plan in this regard.

- 3.0 Pedestrian Access – We note that pedestrian access from the Pyrmont Bridge Road/Bank Street intersection will no longer be possible. The plan limits pedestrian access to the Wentworth Park entrance at the Pyrmont Bridge Road/Wattle Street intersection and a crossing at the western (bottom) end of Miller Street adjacent to the Fish Markets light rail stop. At present, that crossing requires pedestrians to navigate traffic streams entering and leaving the Fish Markets, as well as through-traffic to Bank Street and the Hymix concrete batch plant.

Pedestrian safety will be greatly enhanced by:

- i. moving the Fish Market vehicle entrance/exit towards Pyrmont Bridge Road, before the pedestrian crossing, so that pedestrians only need to cross Bank Street through-traffic
- ii. providing clear signage directing pedestrians from Pyrmont and Darling Harbour to walk down Union and Miller Streets, rather than along Pyrmont Bridge Road.

- 4.0 Pedestrian Amenity - We welcome the provision of both a paved waterfront promenade and boardwalk and support the separation of pedestrian and cyclist access along the foreshore from the site's operational areas and routes at the southern end of the site. We further recommend that *recreational* cycling be restricted to the paved promenade, leaving the boardwalk free for pedestrians. We further recommend that provision be made for a *commuter* cycleway along Bank Street to avoid the current conflicts that occur between speeding cyclists and pedestrians.

We are particularly pleased with the planned covering of the Bay inlet between the SFM and Site B1 (Blackwattle Bay) at the Pyrmont Bridge Road lights opposite Wentworth Park. This is a great improvement on the treatment proposed by NSW Maritime and will provide a fitting entrance to the SFM.



- 5.0 Traffic – Traffic management remains the most intractable problem associated with any redevelopment of the SFM. It is hard to reconcile our personal daily experience with the EA Assessment statement that the level of service of the Bank/Miller Street intersection operates at “a satisfactory capacity during the pm peak period.” By increasing the number of parking spaces, it is inevitable that more traffic congestion will be generated in the appalling Pymont interchange area. The poor design of the interchange whereby four lanes are squeezed into two between Pymont Bridge Road and Miller Street, ensures that northbound traffic is held up by traffic turning into the SFM from both Bank Street north and Miller Street, and by pedestrians crossing at the Fish Markets station.

The changes suggested in 3.0 (i) above, will alleviate some of this present traffic congestion.

- 6.0 Transport – With the extension of the light rail to Dulwich Hill and in the CBD, it is to be hoped that fewer visitors to the SFM will chose to use their vehicles. Whilst the 501 bus service drops passengers reasonably close to the SFM its service is erratic and restricted at weekends, the peak SFM period of operation. The 443 bus stops are several blocks away, with the added problem of no obvious signage to direct people to the SFM. Repeated requests to relevant authorities have failed to produce such directional signage. We continue to question the need for additional on-site parking and would encourage the government to introduce a new ferry service which stops at the proposed White Bay Cruise Passenger Terminal, Pymont Point and Blackwattle Bay at the SFM.
- 7.0 Cycleways – There are two classes of cyclists – commuter cyclists who seek the shortest and quickest routes from A to B; and recreational cyclists. The former tend to ride at high speed and we support the City of Sydney's proposal for a dedicated (not shared) direct cycle path along Bank Street keeping to the east of the new and retained buildings to link up with Pymont Bridge Road. Currently, commuter cyclists speed south along Bank Street moving from the footpath to the road as it aids their passage, and ignoring the many red lights that can hold them up in this area. A dedicated route away from pedestrians and vehicles would not only assist them to move quickly, but be safer for all concerned. Recreational cyclists tend to ride more slowly and safely and provision should be made for them to move safely along the foreshore with minimum opportunities to mix with pedestrians. We support the proposal that they be asked to dismount in the shared zone along the waterfront



- 8.0 Landscaping – We are concerned at the plans to remove the large Hills figs from the eastern carpark area which currently screen the existing buildings from the Western Distributor, from the view of Bulwara Road residents, and occupants of 55 Miller Street. The plans indicate that no trees will be planted to replace these figs. We recommend that the majority be retained in situ or new more suitable trees introduced to soften the views of the back of the existing building and Building A. We support the removal of exotic palms on the site. We also note plans to introduce NZ flax to the site and recommend that *only* local native species be used, and that hybrids also be avoided. We are pleased to see the reintroduction of Port Jackson figs to the Waterfront Park as these were the dominant local species in this area at settlement. Local volunteers have transformed areas along the light rail corridor into areas of native habitat and any landscaping should complement their efforts.

We strongly support the proposal to retain the services of an arborist to ensure the continued health of the new vegetation. It is essential that there be ongoing management of the landscaping until the plants are well established.

As the upgrade of the Sydney Fish Markets has been delayed for many years and is now in very poor condition with regards to waste disposal, shabby buildings blocking the foreshore, crumbling seawalls, etc., we urge speedy approval and implementation to bring this facility up to a standard that can confirm its world class status as a harbourside fishmarket – its primary purpose.

Yours sincerely,

Elizabeth Elenius
Convenor



Hymix

Hymix Australia Pty Limited
ABN 35 000 582 221

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P.O. Box 610
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www.hymix.com.au

19th of October, 2010

NSW Planning
The Planning Officer
amy.ravitz-williams@planning.nsw.gov.au

RE: MP10_0060 Sydney Fish Market Redevelopment

To whom it may concern,

Over the last three weeks we have consulted with the Sydney Fish Markets management and planning consultants in relation to the above mentioned development.

As long term neighbours and in relation to the proposal Hymix Australia Pty Limited is in support of the proposal in its general form.

The basis of this submission which has been forwarded to the Fish Markets Management aims to provide our immediate and long term development aim in relation to access and egress for both properties and comment in relation to the southern boundary.

The Pyrmont site is a significant asset for our organisation and in giving our response the consideration deserved it is imperative that the separation strategy for site access and effectively implementing measures to ensure boundary issues are effectively addressed in granting an approval.

Long term view

It is our view that it is essential to alleviate existing traffic and pedestrian congestion which will be amplified as both sites move to operate to their full potential. To do this we are recommending a traffic separation between both sites. Hymix is willing to consider amending traffic flows within its own operation to achieve the end desired result.

The attached draft separation sketch identifies the potential to adopt a staged approach for traffic access to both sites. Both Hymix and the Fish Market management have met and agree that this traffic separation will alleviate the current merge problems and meet the needs for future pedestrian, truck and vehicle traffic at this intersection.

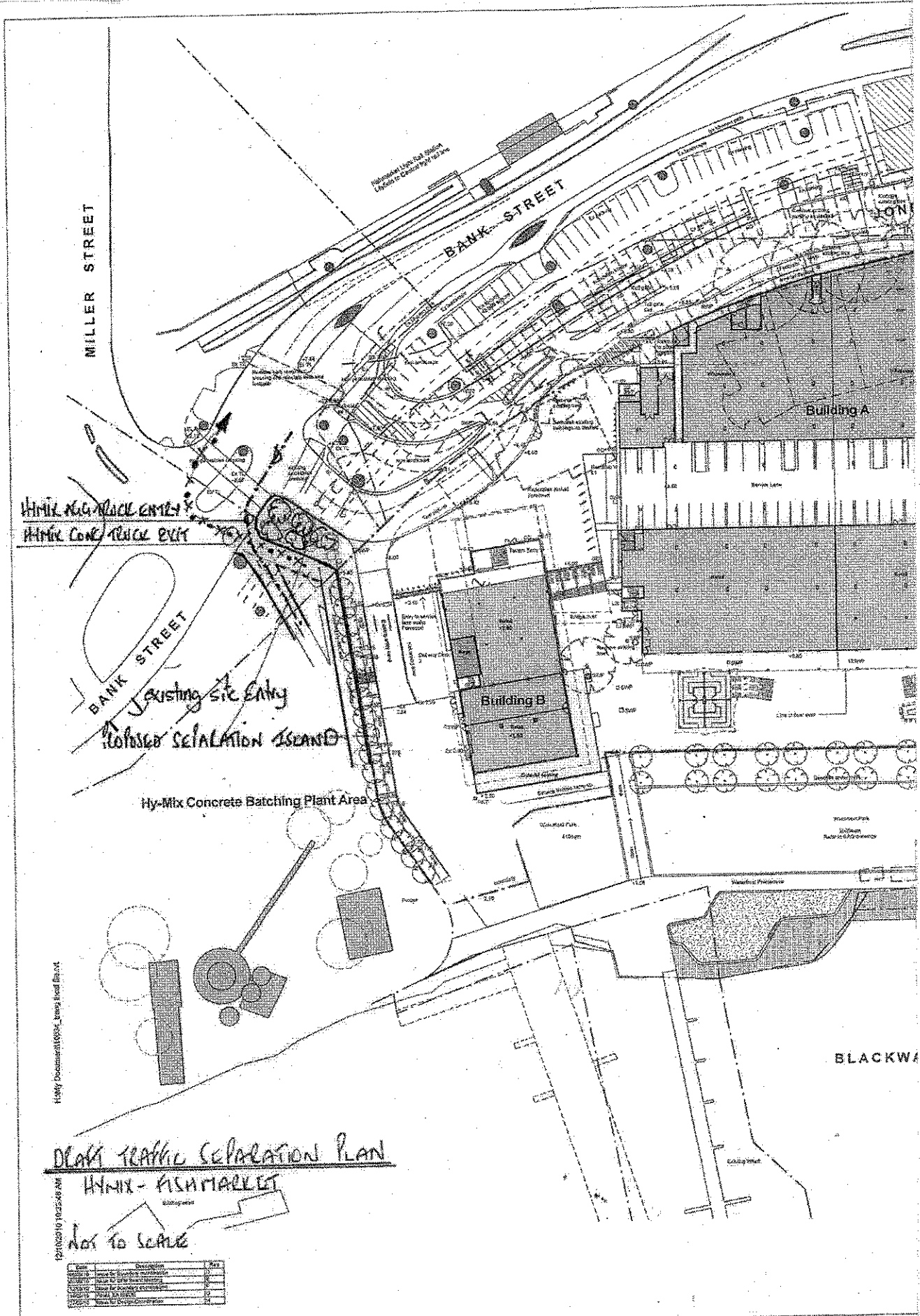
Immediate Comments

- In line with the principles adopted in the attached sketch amend the access corridor from the intersection to separate vehicle movements.
- Keep pedestrian traffic flows to the Southern side of the intersection.
- Along the current Hymix boundary we feel that some form of sound attenuation wall be constructed to assist in achieving the overall ambience of the proposed development.

Considering the importance of this site for our company Hymix and our neighbours we welcome the opportunity to consult further with the Fish Markets, the Council and other relevant Authorities and our site personnel to achieve a safe, productive outcome which is consistent with our needs as long term commercial operators in Pymont servicing many key areas of Sydney.

Note Attachment mark-up "draft traffic separation concept":
Conybeare Morrison International Pty Ltd
Sydney Fish Market Redevelopment
Project Blackwattle Bay
Site Plan, September 2010, Dwg No. 10034CC001 Rev H

Yours Sincerely
Scott Lewis
State Manager NSW
Hymix Australia Pty Limited



Amy Ravitz-Williams - Online Submission from Eli Gescheit of The Planning Boardroom ()

From: Eli Gescheit <eli@theplanningboardroom.net>
To: Amy Ravitz-Williams <amy.ravitz-williams@planning.nsw.gov.au>
Date: 7/10/2010 2:01 AM
Subject: Online Submission from Eli Gescheit of The Planning Boardroom ()
CC: <assessments@planning.nsw.gov.au>

I have never had the privilege of visiting the Sydney Fish Markets as I am not a mad fish fan. Nevertheless, I now have a reasonable understanding of the current operations and the proposal after reviewing the reports submitted with this application.

I am aware of the Draft Competition SEPP which was exhibited on 27 July 2010. It specifies; "The commercial viability of proposed commercial development is not a matter that may be taken into consideration by a consent authority for the purpose of determining a development application under Part 4 of the Act".

Even though this does not specifically relate to Part 3A applications such as the Sydney Fish Markets redevelopment, there should still be some consideration on the economic influence of this proposal. As a major tourist and commercial land use, it is imperative that it is a realistic proposal which can be both successful and sustainable.

According to the application there are currently 67 staff members, however there is no indication whether the redevelopment will provide additional jobs. Considering the State Government is funding half of the project, it would be in their best interest to know if the project will generate additional jobs.

Below are some of my questions in relation to this proposal.

- Was an economic feasibility analysis prepared?
- Will the markets continue to operate during construction? If so, how will the operations be managed?
- According to the application, "the redevelopment will improve the economic potential of this precinct with revitalised facilities and improved open space amenity. The facility is a tourist destination." However, will the new and improved facility require merchants to sell their seafood at higher prices?
- Will the restaurants and other retailers keep their prices at a reasonable rate for tourists and locals?
- Will the redevelopment prevent the fishy smell that lingers near the site, or will I have to still roll up my car window when I drive past?

Name: Eli Gescheit
Organisation: The Planning Boardroom

Address:
12 Lucia Avenue, St Ives NSW 2075

IP Address: c220-239-242-206.belrs4.nsw.optusnet.com.au - 220.239.242.206

Submission for Job: #3902 MP10_0060 - Redevelopment of Sydney Fish Market
https://majorprojects.onhlive.com/index.pl?action=view_job&id=3902

Amy Ravitz-Williams - proposed fish market re-development

From: "Katherine Goldman" <katherine@portfoliops.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 21/09/2010 3:09 PM
Subject: proposed fish market re-development

portfolio property solutions

I have viewed the DA for the proposed re-development for the fish markets. I commend the overall concept and support the application.

As a local business owner, the current access to the fish markets is exceedingly difficult and the new plan seems to address that. The only comment that I make is a personal one, my elderly mother-in-law loves to eat at the chinese restaurant at the southern end of the site. She is unable to walk the distance from the northern entry of the existing building to the lift access at the southern end. Is it possible to have a pick up drop off point on the Pymont Bridge Road end for disabled and or a taxi drop off point? The foot path is quite wide at the point and it would be very helpful.

Thank you

kind regards
Katherine Goldman
Director
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G.04/55 Miller St Pymont NSW 2009
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Pymont Progress

Working to make Pymont a more attractive place to live, work and visit

PO Box 560, PYRMONT NSW 2009

24th October 2010

NSW Planning
The Planning Officer
amy.ravitz-williams@planning.nsw.gov.au

RE: MP10_0060 Sydney Fish Market Redevelopment

To Whom It May Concern,

Residents of Pymont and Blackwattle Bay have been waiting many years to see a revitalisation of the Fish Markets and the surrounding foreshore. This DA; however, is not that revitalisation but merely a new and enlarged version of the existing facility perpetuating the same problems for customers and the neighbourhood that exist today.

The issues that need to be address in a redevelopment of the Fish Markets are:

1. The building acts as a barrier between the foreshore and surrounding streets rather than an inviting structure to attract tourists and locals
2. The site is difficult to access by car and through traffic is blocked during busy times
3. The site is dangerous to access on foot as you need to cross major roads to reach it from any direction
4. The Market often feels like it is at war with itself with commercial traffic such as refrigerated semi-trailers navigating the same car park and access road as retail traffic
5. The Market makes no attempt to integrate with other parts of the foreshore to create a "destination location" for tourism or shopping
6. The Market comes with its own distinctive smell during the summer months which putts off many tourists and keeps locals at home

This DA makes no attempt as solving these issues and even exacerbates some.

When the existing Fish Market building was approved it was in the context of a commercial bay surrounded by industrial facilities. In that context a prefabricated concrete factory building was appropriate. The current DA still has the look of a non-specific commercial building in contrast with landmark Fish Markets in other major cities that go to great lengths in their design to evoke an open-air market atmosphere inviting to tourists and regular customers. The design also pays lip service in addressing the waterfront with a simple line of restaurants and cafes where the opportunity exists to properly integrate the development with the waterfront.

The bulk of the building, and especially the carpark, is massive and goes further in isolating the foreshore from surrounding neighbourhoods than the existing structure. The view of the Market from the Anzac Bridge, from the North and from the East will be simply of a giant carpark while the additional height of the building will enclose the road and pedestrian areas under the Anzac Bridge approaches leaving them dark for much of the day.

Rather than provide underground parking with dedicated accessways to alleviate conflicts with through traffic as is done in many new shopping centres, this DA perpetuates the existing congestion by using the same access point and devotes precious foreshore land and views to above-ground multistorey carparking.

With other lots along the Blackwattle Bay foreshore are now being considered for commercial and recreational activity this DA does nothing to address integration with these developments either for access or mutual commercial benefit.

In the days when Blackwattle Bay was entirely an industrial zone the distinctive Fish Market smell was only one of many odours wafting across the bay. That is not the case now and anyone who has visited other major markets knows that it does not have to be this way. This DA should be addressing in detail how the new facility has been designed to deal with this issue yet this has not been done.

In conclusion PPI is of the view that this DA should be rejected, as a new Fish Market should mean a better Fish Market – not simply a bigger Fish Market. It should solve the well-known social and commercial issues of the existing Market and not simply perpetuate them.

Yours Sincerely,
Peter Connolly
President
Pymont Progress Inc.
Email: pconnolly@bradcorp.com.au
Ph: 041 847 3337

Blackwattle Cove Coalition

John Brooks, Convenor
106/149 Pyrmont Street, Pyrmont NSW 2009
Phone: 02 9518 8730
Mobile: 0408 687 954
E-mail: brooksjno@iprimus.com.au

26 October, 2010

The Director,
Department of Planning,
23-33 Bridge Street,
SYDNEY. NSW 2009

Attention Amy Ravitz-Williams

MP10_0060 – Redevelopment of Sydney Fish Markets

The Blackwattle Cove Coalition is a community group representing resident and commercial interests in the Pyrmont, Glebe and Ultimo precincts. Our objective is to encourage state and local authorities to improve the amenity of these suburbs and their surrounds, including access. We have been working with the Sydney Fish Markets ("SFM") for a number of years to realise its redevelopment in a manner that will provide better linkages with Pyrmont, Wentworth Park and Glebe, including foreshore walkways, bicycle tracks and traffic management, and improved visual amenity from the park.

The plan under review represents a significant improvement on the current amenity of the SFM and avoids the overdevelopment approved under the previous SFM Master Plan, although it is not the optimum and is constrained by the resources available. We have a number of comments to make on the details of the proposed redevelopment.

- 1.0 Built Form – By keeping the height of the buildings at no more than level with the Western Distributor, the building footprint, of necessity is greater. The building height will have no major impact on views. A driver of the height of Building A is the increase in provision of car parking spaces from the current 417 spaces to 622 spaces. We appreciate that the redevelopment will attract more retail custom, and note that this may be spread over a longer period of time within a 24 hour period as new cafes, restaurants and the tavern will be open in the evenings. It is also proposed to increase wholesale facilities, all of which will increase the demand for parking.

We support the provision of more parking provided that:

- i. The design provides adequately for clearing the higher volumes of traffic to and from the parking areas
- ii. the higher levels of traffic can be separated more effectively from pedestrians. See our recommendation in Paragraph 3.0(i), below.
- iii. The height of the car park building does not exceed the height of the Anzac Bridge approaches

- 2.0 Public Domain – The amount of open space provided in the current plan is substantially more than that provided in the earlier Master Plan prepared by SHFA. The earlier MP provided for a 1,830 sq m square, and a 575 sq m park. The latest plan provides for a 2,100 sq m plaza and a park area comprising 764 sq m of dining area and 2,480 sq m of lawn. The removal of buildings from the western foreshore greatly enhances the whole experience of outdoor dining and public recreation. We commend the plan in this regard.

- 3.0 Pedestrian Access – We note that pedestrian access from the Pyrmont Bridge Road/Bank Street intersection will no longer be possible. The plan limits pedestrian access to the Wentworth Park entrance at the Pyrmont Bridge Road/Wattle Street intersection and a crossing at the western (bottom) end of Miller Street adjacent to the Fish Markets light rail stop. At present, that crossing requires pedestrians to navigate traffic streams entering and leaving the Fish Markets, as well as through-traffic to Bank Street and the Hymix concrete batch plant.

We support the proposal provided that pedestrian safety is enhanced by:

- i. moving the Fish Market vehicle entrance/exit towards Pyrmont Bridge Road, before the pedestrian crossing, so that pedestrians only need to cross Bank Street through-traffic
- ii. providing clear signage directing pedestrians from Pyrmont and Darling Harbour to walk down Union and Miller Streets, rather than along Pyrmont Bridge Road.

- 4.0 Pedestrian Amenity - We welcome the provision of both a paved waterfront promenade and boardwalk and support the separation of pedestrian and cyclist access along the foreshore from the site's operational areas and routes at the southern end of the site.

We are particularly pleased with the planned covering of the Bay Stormwater outlet between the SFM and Site B1 (Blackwattle Bay) at the Pyrmont Bridge Road lights opposite Wentworth Park. This is a great improvement on the treatment proposed by NSW Maritime and will provide a fitting entrance to the SFM.

The plan for a reed bed at this point is supported provided that there is regular cleaning and maintenance to remove water and wind borne rubbish that accumulates already in this part of the Bay.

- 5.0 Waste Disposal - The plan makes the Wentworth Park/Bridge Road entrance one of the two principal means to access to the Fish Market with a wide walkway and eating area immediately between the main market building and Blackwattle Bay. The design of the retail arcade within the market building forces shops to dispose of packaging and other waste material onto that walkway. That waste presents a most unattractive appearance to what will become the main entrance to the Fish Market area and attracts birds that scavenge in the waste.

We strongly recommend that:

- i. all waste be separated from the public by attractive screens and covered by wire mesh to discourage birds from scavenging.
- ii. All packaging and putrescible waste is treated to reduce odours.

- 6.0 Traffic – Traffic management remains the most intractable problem associated with any redevelopment of the SFM. It is hard to reconcile our personal daily experience with the EA Assessment statement that the level of service of the Bank/Miller Street intersection operates at “a satisfactory capacity during the pm peak period.” By increasing the number of parking spaces, it is inevitable that more traffic congestion will be generated in the appalling Pyrmont interchange area. The poor design of the interchange whereby four lanes are squeezed into two between Pyrmont Bridge Road and Miller Street, ensures that northbound traffic is held up by traffic turning into the SFM from both Bank Street north and Miller Street, and by pedestrians crossing at the Fish Markets station.

We recommend that the changes suggested in 3.0 (i) above, will alleviate some of this present traffic congestion.

- 7.0 Transport – With the extension of the light rail to Dulwich Hill and in the CBD, it is to be hoped that fewer visitors to the SFM will choose to use their vehicles. Whilst the 501 bus service drops passengers reasonably close to the SFM its service is restricted at weekends, the peak SFM period of operation. The 443 bus stops are several blocks away but require effective signage to direct visitors to the SFM. See recommendation 3.0(ii).

We encourage the government to introduce a new ferry service which stops at the proposed White Bay Cruise Passenger Terminal, Pyrmont Point and Blackwattle Bay at the SFM.

- 8.0 Cycleways – There are two classes of cyclists – commuter cyclists who seek the shortest and quickest routes from A to B; and recreational cyclists. The former tend to ride at high speed and we support the City of Sydney's proposal for a dedicated (not shared) direct cycle path along Bank Street keeping to the east of the new and retained buildings to link up with Pyrmont Bridge Road.

We recommend that:

- i. recreational cycling be restricted to the paved promenade, leaving the boardwalk free for pedestrians.
- ii. provision be made for a commuter cycleway along Bank Street to avoid the current conflicts that occur between speeding cyclists and pedestrians.

- 9.0 Landscaping – We are concerned at the plans to remove the large Hills figs from the eastern carpark area which currently screen the existing buildings from the Western Distributor, from the view of Bulwara Road residents, and occupants of 55 Miller Street. The plans indicate that no trees will be planted to replace these figs. We recommend that the majority be retained in situ or new more suitable trees introduced to soften the views of the back of the existing building and Building A. We support the removal of exotic palms on the site. We also note plans to introduce NZ flax to the site and recommend that *only* local native species be used, and that hybrids also be avoided. We are pleased to see the reintroduction of Port Jackson figs to the Waterfront Park as these were the dominant local species in this area at settlement. Local volunteers have transformed areas along the light rail corridor into areas of native habitat and any landscaping should complement their efforts.

We strongly support the proposal to retain the services of an arborist to ensure the continued health of the new vegetation. It is essential that there be ongoing management of the landscaping until the plants are well established.

As the upgrade of the Sydney Fish Markets has been delayed for many years and is now in very poor condition with regards to waste disposal, shabby buildings blocking the foreshore, crumbling seawalls, etc., we urge speedy approval and implementation to bring this facility up to a standard that can confirm its world class status as a harbourside fishmarket – its primary purpose.

Yours sincerely,



John A Brooks
Convenor

From: Martin Bayliss <martinbayliss@hotmail.com>
To: <amy.ravitz-williams@planning.nsw.gov.au>
Date: 26/10/2010 11:26 am
Subject: Sydney Fish Market redevelopment

Dear Planners

As a frequent customer of the Sydney Fish Market for the past 20 years or more, may I say how pleased I was to hear that planning seems finally to be turning to the possibility of action on redeveloping the site.

However, this enthusiasm is tempered by the scant attention being paid in the current plans for redevelopment to key problems to which much better solutions could be found.

My particular concerns cover

1. Access. I have in the past had to drive to reach the Fish Market. This has always been a miserable experience, given the difficulty of access, the traffic congestion, the limited and expensive parking, the hazardous mix of the car park.

More recently, I have walked to the Fish Market - earlier from Glebe and now from Pyrmont. I was and am faced with the difficulty of having to walk along and/or cross main roads to reach the market and then to deal with mixed traffic - cars, trucks, forklifts etc - all sharing the same congested area inside the market.

2. Aesthetics. In the past, the Fish Market blended seamlessly into an industrial wasteland. However, the area has been dramatically redeveloped over the past decade, with a large increase in residential accommodation generally of a high standard. As part of this redevelopment, much attention has been paid to opening up access to the harbour both as a pedestrian haven and visual feast.

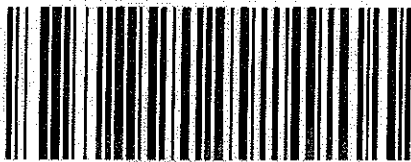
What is planned for the Fish Market will do nothing to improve the eye (and nose-) sore that now sticks out as an anomaly in the area. Much more could be done to improve the visual, vehicular and pedestrian approaches - and to open the nearby sections of foreshore still blocked to public access.

It would be possible to redevelop the foreshore area including the fish market and adjacent industrial zone to a redevelopment that would be truly world class, would further enhance the attractiveness of the inner west, and would act as a major draw for tourists and business alike. Unfortunately the current plan does none of that, though others have made detailed proposals that would offer many advantages that would benefit all.

Please think again.

Yours Sincerely

Martin Bayliss
43/56 Pirrama Road
Pyrmont NSW 2009



PCU015838

Department of Planning
Received
22 OCT 2010
Scanning Room

Major Proprietor in hand,
Dept. of Planning,
PO Box 39,
Sydney, NSW, 2001.

Mrs Margaret Capell
108 Tapitallee Rd
TAPITALLEE 2540.
16.10.10.

Subject: Proposed Redevelopment of Sydney Fish
Markets (MP-10-0060).

A/Director, Government House & Social Presedo.
Attention: Daniel Cavallo.

Dear Sir,

I object to the proposal on the grounds that it
will radically change the nature of the current Fish
Markets' area. It is an icon in Sydney environ-
mental development. The development is an
extensive reorientation of the amenity. There is
a wholesale Trading outlet near the Harbour not
far distance. ^{This new development} It will increase traffic in an already
tight traffic situation & the multi-level car park
is too much altogether, changing the nature of area
of my family Townhouse at 113/14 Gaffin Place,
Sydney. Yours sincerely, M J Capell.

26th October 2010
NSW Planning
The Planning Officer
amy.ravitz-williams@planning.nsw.gov.au

RE: MP10_0060 Sydney Fish Market Redevelopment

To Whom It May Concern

I did visit the fish markets last Saturday and I feel ashamed that a bus load of tourists were arriving at that time to witness a third world (even worse) market.

Even the water front seats and surrounding lawns were to capacity at 11.00am.

I mentioned to my wife that people were clambering to secure seating inside the markets and in haste were leaving fish remains all over the tables and on the floor.

These disgraceful markets could easily be the world's top fish markets and the state's biggest attraction and money spinner. What is wrong with this government?

I fully support the Fishbank scheme and anything else is not an option. Potentially we have the best site and really the "no frills DA is not an option.

No wonder there are no signs for pedestrians to follow coming from the city. Who could possible advertise the place with all of the ad hoc building, overcrowding and very limited parking. The police were on hand this morning turning cars away from the car park which in turn overcrowds the neighbouring Pyrmont residential streets.

Let's get on with it.

Kind regards

Peter Devoy

502/21 Cadigal Ave

Pyrmont NSW 2009

Australia

