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Your Ref: SSD-8925-Mod-11

Anna Nowland
Principal Planning Officer – Key Sites Assessments
Department of Planning and Environment

Via Major Projects Portal

Dear Anna

New Sydney Fish Markets – SSD 8925 Mod 11 – Advice on Modification

Thank you for your correspondence dated 10 July 2023 inviting the City of Sydney Council (the City) to comment on the proposed modification to SSD 8925 relating to the new Sydney Fish Markets.

The modification relates to a proposed change of the approved road levels of Bridge Road involving the reduction of height of Bridge Road by a metre (to a level similar to its existing level), and as a result amendments to the height of bus/taxi bays, and landscaping across the Bridge Road frontage of the Sydney Fish Markets.

The City is generally supportive of the proposed amendment, subject to the consideration of recommendations as detailed below.

1 City Access and Transport

The following comments are provided in relation to road design and transport impacts.

1.1 Wattle Street and Bridge Road intersection

The existing intersection includes a slip lane from Wattle Street onto Bridge Road. The existing approved design removes the slip lane and was supported by the City. The proposed modification is now seeking to revoke this and leave the intersection unchanged from its existing state, an outcome that the City does not support.

Slip lanes create poor outcomes for people walking. Slip lanes generally allow traffic to turn at high speeds, prioritising vehicle speed over the safety. They also increase the distance people must walk to cross the road. In the modified design, crossing Wattle Street would be a two-stage crossing rather than a single stage, again prioritising cars over walking.

The submitted Traffic Impact Study makes no justification for the change, other than saying that it would have "no detriment to the road network in the vicinity of the development". That is, there are no benefits to including the slip lane for people driving, and only negative impacts on people walking or cycling.

Including the slip lane would also make it more difficult to get a northern leg on the intersection, which is needed for access to the Blackwattle Bay precinct (see Figure 3 [Structure Plan in Blackwattle Bay Design Guidelines](#)).

Overall, the City does not support the reinstatement and retention of the slip lane at this intersection. A new road design should be prepared removing the slip lane and constructing the intersection as per the existing approved plans.

1.2 Changes to pick-up/drop-off arrangements

The existing approved design provides a single 130m indented bay to be shared by coaches and taxi/uber. The proposed modification is seeking to amend this to two bays for coaches and taxi/uber that are 45m and 40m long respectively.

Separating out coaches and taxi/under is supported by the City. It will provide clearer direction to people driving and is a safer outcome for drivers.

The total length of layby has decreased from 130m to 85m which represents a drop in capacity, however the Traffic Impact Statement notes that the approved 130m was well in excess of the predicted requirements, which can still be fitted comfortably within the shorter laybys. The City is supportive of this modification.

1.3 Shared path

There is no significant change between the approved shared path design and that proposed under this modification. The City has raised concern with the approved shared path approach in the past, noting that the site frontage and roadway design needs to be a facility suitable for regional cycling along Bridge Road, connecting with the existing cycleway that ends at Taylor Street to where Blackwattle Bay will deliver a new separated cycleway (see image below). This will require the reallocation of one lane of traffic on Bridge Road, which is viable as Bridge Road narrows from 4 to 2 lanes in the approach to the light rail underpass – that is, such road space reallocation would not introduce a pinch point.



Figure 1: Existing and future planned cycleways

Bridge Road is noted in the City's Cycling Strategy as a regional route and is also noted by Transport for NSW as a Tier 2 Regional Route on the Principal Bicycle Network. As such, it requires a high-quality dedicated facility reflective of its regional status which a shared path does not provide.

The shared path on site would be suitable for slow-moving recreational cyclists, but not for faster moving regional cycling trips due to the high volume of people walking perpendicular to the path.

The Traffic Impact Study for this modification provides a section titled "Proposed Shared Path Safety and Capacity" which concludes that there are no issues. However, it assumes pedestrians and cyclists are all travelling along the path and fails to acknowledge the conflict caused by perpendicular movements.

Therefore, the City does not accept this document's conclusions and our previous position noted in past correspondence still stands. A separated cycleway should be provided along the front of the site.

1.4 Drop-off bay footpath

The modified footpath design now proposes the lower footpath next to the drop off bays at only 1.8m wide. This is very narrow and would feel cramped and potentially dangerous, particularly for people using mobility devices or prams. People will also be using the space to wait for coaches, making it even more crowded.

Considering the Traffic Impact Study estimates around 540 people per hour using coaches, 1.8m would score 'F' on the Walking Space Guide which would require at least 3.9m to meet Level of Service score 'C'. The City recommends the footpath design be widened to achieve a Level of Service score of 'D'.

1.5 Median design and construction

The City recommends the median along Bridge Road be painted rather than constructed in concrete to allow future flexibility as the City, the proponent and Transport for NSW continue discussions.

2 Public Domain Works

The changes to Bridge Road to retain levels at the existing grade are generally welcomed as they reduce impacts upon Wentworth Park and adjacent trees, and other impacts such as flooding. The transition in levels along Bridge Road will now remain as existing, without the ramping at either end.

Concern is raised however, that future modifications may seek to reduce the landscaping and footway widths being proposed along Bridge Road. The following minimums should be conditioned in any modified consent to preserve the proposed landscape treatments:

- 1800mm for kerbside footway
- 2100mm for planted verge

It is also recommended that the applicant provide a detailed maintenance schedule for the modified landscape treatment public land along Bridge Road prior to determination,

to ensure that the land is maintained to a similar standard as adjacent treatments within the site.

Further, the flood assessment report concludes the modification results in minimal flooding impacts and has amended the flood planning levels as per “Table 11 Flood planning level assessment for modification revised development model conditions”. Because no detailed assessment was provided, however, a change to condition B86 is not required and the development must comply with the originally approved flood assessment.

Please note a new “Flood Risk Management Manual” was gazetted in June 2023 replacing the “Floodplain Development Manual (2005)”. The modification application references floodplain management manual (2005) throughout the latest Flooding Statement. The Statement is recommended to be updated with references to the latest manual.

Additionally, the modification application was accompanied by a road design plan including stormwater, pavement, signage-line marking and utility plan, prepared by AT&L. This plan is not approved by the City at this stage. As Bridge Road is a State-controlled road, any road design and associated infrastructure design must first be approved by Transport for NSW. No changes to the previous conditions are required.

3 Tree Management and Landscaping

Generally, the City is supportive of the proposed modifications to the development from a tree management and site landscaping perspective. The proposed retention of the existing level of Bridge Road will substantially reduce the impacts of the significant trees located within Wentworth Park and is a positive outcome.

Amendments provided in the Landscape Modification Submission are supported. As the existing levels within the TPZ of the trees located in Wentworth Park are to be retained, including the retention of the footpath, retaining wall and kerb and guttering, the impacts regarding the construction have now been greatly reduced.

The following recommendations are provided:

- The use of any machinery underneath the canopy of the existing trees must only be of a height that does not require the pruning of any branches. If canopy impacts cannot be avoided, then an amended Pruning Specification will be required by a qualified Consultant Arborist (AQF Level 5 minimum) to assess the required pruning in accordance with the Australian Standard ‘AS4373:2007 Pruning of amenity trees’. Please note, only minimal pruning will be approved (i.e., branches no greater than 30mm in diameter).
- An updated AIA report, including a Tree Protection Plan for the retention and protection of the trees in the site and adjoining public domain (including the park) is recommended to be prepared in the event there is a construction access or other potential impact proposed within the TPZ of the existing trees.
- Amended Landscape Plans are to be prepared and submitted indicating changed tree planting details as shown in the Landscape Modification Submission. The plans must include:
 - Confirmation that the selected tree species is *Lophostemon confertus* (Brush Box) in accordance with previous recommendations from the City.
 - Adequate soil volumes to accommodate large scale tree planting.

- Container sizes at planting.
- Heights of trees at maturity.

4 Construction Impacts

A revised acoustic report was submitted with the proposed modification. The assessment shows that the proposed modification will reduce the construction time by 22 weeks and will reduce the overall construction noise impact on the amenity of surrounding developments.

It is recommended that these changes be captured in an amended Construction Noise and Vibration Management Plan.

5 Protection of Survey Infrastructure

In addition to the existing conditions of consent (and those to be amended under this consent), two additional conditions are recommended in response to the protection of survey infrastructure.

(1) SURVEY INFRASTRUCTURE – IDENTIFICATION AND RECOVERY

Under Section 24 of the Surveying and Spatial Information Act 2002, it is an offence to remove, damage, destroy, displace, obliterate or deface any survey mark unless authorised to do so by the Surveyor-General. Accordingly, the applicant must, where possible, ensure the preservation of existing survey infrastructure undisturbed and in its original state or else provide evidence of the Surveyor-General's authorisation to remove or replace marks.

Prior to the commencement of construction, documentary evidence must be prepared by a Registered Surveyor and submitted to and approved by Council's Area Planning Manager / Coordinator. This evidence must include either:

- (a) *A copy of any Surveyor-General's Approval for Survey Mark Removal granted by NSW Spatial Services for the subject site, including all documentation submitted as part of that application (for example the survey mark audit schedule, strategy plan and strategy report); or*
- (b) *A letter, signed by a current NSW Registered Land Surveyor and including his or her Board of Surveying and Spatial Information (BOSSI) identification number, stating that all investigations required under Surveyor-General's Direction No.11 have been made for the subject site and that no survey infrastructure will be affected by the proposal.*

Council's Principal Surveyor may request further information and/or add conditions to any Surveyor-General's Approval at their discretion.

(2) SURVEY INFRASTRUCTURE – RESTORATION

- (a) *Prior to the commencement of occupation, documentary evidence of restoration must be prepared by a Registered Surveyor and submitted to and approved by Council's Area Planning Manager / Coordinator. This evidence must include:*
 - (i) *Certification that all requirements requested under the Surveyor-General's Approval for Survey Mark Removal or by the City's Principal Surveyor under condition "Survey Infrastructure – Identification and Recovery" have been complied with and;*
 - (iii) *Time-stamped photographic records of all new survey infrastructure relating to the site clearly showing the mark itself and sufficient context to aid in identifying the mark on site.*

Should you wish to speak with a Council officer about the above, please contact Marie Burge, Senior Planner, on 9265 9333 or at mburge@cityofsydney.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, appearing to be 'GJahn', written in a cursive style.

Graham Jahn AM LFRAIA Hon FPIA
Director
City Planning | Development | Transport