

21 April 2022

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Mr Mick Cassel
Secretary
NSW Department of Planning and Environment
4 Parramatta Square
Parramatta NSW 2150

Attention: Lucinda Craig (Planning Officer, Planning and Assessment)

Dear Lucinda,

Modification No.7 to State Significant Development Consent SSD-8925 New Sydney Fish Market, Blackwattle Bay

We write in response to your request for information dated 13 April 2022 in relation to the abovementioned Modification Application (MOD 7). The following sets out our response on behalf of Multiplex Constructions Pty Ltd (Multiplex).

Response to Agency Submissions

We note that responses provided by the City of Sydney Council, Environment Protection Authority, Port Authority of NSW, Environment, Energy and Science Group (EES) and Transport for NSW (TfNSW) raised no objections to MOD 7.

Multiplex have no objection to the imposition of an additional condition suggested by TfNSW to require the submission of an updated Construction Pedestrian and Traffic Management Plan (CPTMP), however, suggest that the timing of this condition should be prior to the delivery of crushed stone to the site (i.e. before the commencement of truck movements to the site associated with MOD 7).

Response to Public Submission

In response to the single public submission commenting upon MOD 7, it is noted that a number of the matters raised relate to matters already addressed during the original assessment and approval of the SSD. The following response is provided in relation to those matters that are directly relevant to the MOD 7 scope of works:

Transport of crushed stone to site

The proposed fill layer will be comprised of sand (approx. 80% of volume) and crushed stone (approx. 20% of volume). Multiplex has committed to transporting all sand to the site via barge from Glebe Island, as set out in the Modification Application. However, the transport of crushed stone via barge is not practical as the Modification 7 works involve pumping 80% of the required material, VENM sand, into the confines of the cofferdam as the initial base course to the capping works. The granular size of sand is very fine and capable of being mixed with water and dispersed via the marine pumping method. The remaining crushed stone layer to be applied to the sediment capping, which accounts for 20% of the material, is a larger granular size which cannot be installed via the same marine pumping method. Instead it is placed with traditional earth moving machinery from land out to water in a process similar to how roads are constructed. Furthermore this final layer is required to be installed with precision earth moving machinery, and to address 'up and down' tolerances in the subgrade that cannot be identified until after the dewatering process has commenced in the cofferdam.

Traffic generation

The number of daily truck movements, construction routes, gates utilised and site management to avoid queuing and disruption of the local traffic network has previously been assessed and determined to be appropriate by the Department and TfNSW in the assessment of the original SSD Application, including the approved CPTMP. MOD 7 remains consistent

with the approach to construction vehicle management under the approved CPTMP, including remaining within the average daily traffic volumes already approved under the CPTMP. The manner in which the vehicle movements under MOD 7 have been expressed is consistent with the existing approved CPTMP. It is noted that truck movements during the MOD 7 works will equate to a slight decrease in truck movements in comparison to typical/standard construction vehicle volumes during the construction period, and as such MOD 7 will not result in any adverse impacts on the local road network or local amenity. Multiplex will continue to comply with all other conditions of SSD-8925 in relation to the management of vehicle movements to and from the site.

Noise

The Acoustic Statement prepared by SLR and submitted with MOD 7 compares the sediment capping works to other approved construction works that will be concurrent with sediment capping works, with assessment occurring against the background and project-specific noise levels established for the project under the original SSD-8925 assessment and approval. The intention of the comparison is to show that the sediment capping works have a low noise impact in comparison to the other approved construction works which will be operating at the same time. On that basis there is not predicted to be a perceptible change in overall construction noise level compared to the construction approach that has already been assessed and approved under SSD-8925. Multiplex will continue to comply with the approved noise conditions established under the terms of SSD-8925, noting that MOD 7 does not seek to alter these conditions in any way.

Conclusion

Further to the above, we note that no government agencies have raised objections to the proposed MOD 7 and have provided a response to the relevant matters raised in the single community submission received commenting upon the application. MOD 7 will result in a number of advantages in terms of workforce safety and environmental management, and does not result in any adverse environmental impacts in respect of key planning matters such as construction traffic, noise and air quality.

We trust that the Department now has sufficient information to complete its assessment and determine this Modification Application. Should you have any further queries please do not hesitate to contact the undersigned.

Yours sincerely,



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