



11 December 2017

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By Email: [Ellen.Mannix@planning.nsw.gov.au](mailto:Ellen.Mannix@planning.nsw.gov.au)

Dear Cameron,

### **Secretary's Environmental Assessment Requirements – Sydney Fish Markets – SSD 8924 and SSD 8925**

Thank you for providing the Port Authority of NSW (Port Authority) with the opportunity to provide input into the Secretary's Environmental Assessment Requirements (SEARs) for the State Significant Development (SSD) proposals for the relocation and redevelopment of the Sydney Fish Markets. It is understood that the SEARs requests relate to a concept development application including Stage 1 (demolition and early works) (SSD 8924) and a Stage 2 development application (main works) (SSD 8925). An amendment to Sydney Regional Environmental Plan No 26-City West (SREP 26) is also being proposed to enable development of a new fish market as a permissible use, including amending the area covered by the SREP 26 to include the proposed site, much of which is located over water within land currently zoned under the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005.

Implicit in the proposal is the removal of the Hanson concrete batching plant and the maritime and working harbour use associated with the Blackwattle Bay Marina from the head of Blackwattle Bay. Studies undertaken to date<sup>1</sup> suggest that these industrial and marine uses have few alternative locations. In this context, the Port Authority provided comments to the Department of Planning and Environment in regards to the State Significant Precinct (SSP) study requirements for the Bays Market Precinct. The Port Authority considers that any current maritime and working harbour uses displaced by potential rezoning and redevelopment in the Bays Precinct, such as for proposed Sydney Fish Markets, be appropriately planned for and accommodated elsewhere. It is understood that Urban Growth is currently undertaking a SSP study in line with the SSP study requirements as part of the process to determine future land use.

In the context of the Hanson concrete batching plant, the relocation of this facility to Glebe Island is subject to a current SSD application (SSD 8544). Concrete batching facilities are required to be located in close proximity to the CBD, given the extreme time sensitivity of concrete, and will continue to be required to meet on-going, base requirement construction needs of the City (aside from any additional peak concrete demand generated by large urban renewal and transport infrastructure project works in the inner city area). The Port Authority is supportive of the relocation and Hanson's proposal to operate a facility that allows for a maritime supply chain delivery of aggregate to a critical concrete batching facility serving the inner city.

In the context of the Blackwattle Bay Marina, the Port Authority understands that it is proposed to be relocated to a maritime facility at Bank Street (former Sydney Heritage Fleet) under MOD3 to MP11\_0001. However, it is now understood that the proposal is only for a 10 year period so the question of a long term location to house this existing maritime use being relocated from the head of Blackwattle Bay does not seem to have been resolved.

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With specific reference to the proposals under SSD 8924 and 8925, the Port Authority understands that the proposals include the demolition of existing wharf and marine infrastructure and the construction of a pile deck structure and other wharf structures to accommodate a fishing fleet, recreational vessels and a new fish market building.

The Port Authority requests that the SEARs specifically require consultation with the Harbour Master of the Port Authority of NSW in relation to:


- any works that would disturb the seabed, noting that Harbour Master approval will be required under clause 67ZN of the *Ports and Maritime Administration Regulation 2012*; and
- the Navigation Impact Assessment currently required in the draft SEARs.

Specifically, and given that all water traffic to and from Blackwattle Bay must pass Glebe Island berths 1 and 2, the Navigation Impact Assessment will need to consider the proposed developments at Glebe Island berths 1 and 2 (referenced below), and not just existing vessel traffic.

- SSD 8544 Concrete Batching Plant at Glebe Island, which will include the delivery of aggregate by ship to Glebe Island 1; and
- Glebe Island Multi-user Facility, which is being assessed under Part 5 of the EP&A Act. This involves the construction and operation of a multi-user import, storage and distribution facility for sand and other bulk construction materials delivered by ship.

Please don't hesitate to contact me ([rbennett@portauthoritynsw.com.au](mailto:rbennett@portauthoritynsw.com.au); 9296-4674) with any questions or to discuss any of the matters raised above in more detail.

Yours sincerely,



**Ryan Bennett**

Senior Planning & Sustainability Manager

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<sup>i</sup> Bays Working Harbour Study 2016, Urban Growth Construction Materials Supply Chain Study 2016, Transport for NSW Port Option Study 2016, Port Authority of NSW