



19 March 2020

The Executive Director  
Key Site Assessments  
Department of Planning, Industry & Environment  
320 Pitt Street  
Sydney NSW 2000

Attention: Rodger Roppolo

Dear Sir/Madam,

**RESPONSE TO SUBMISSIONS  
PROPOSED NEW SYDNEY FISH MARKET - STAGE 2 MAIN WORKS (SSD8925)  
1A TO 1C BRIDGE RD, GLEBE & PART 56-60 PYRMONT BRIDGE ROAD, PYRMONT**

Thank you for your correspondence via the Major Projects Portal on 4 March 2020, requesting Transport for NSW (TfNSW) to review and comment on the above.

**Road Works**

Comment

The Response to Submissions (RtS) recommends road network changes adopted for the future scenario model.

Recommendation

It is requested that the applicant be conditioned the following:

- Prior to the commencing any works within the classified road reserve area the proponent must obtain Section 87 and 138 concurrence under the *Roads Act 1993* from TfNSW.

The construction of the road works, new traffic control signal and modifications to the existing traffic control signal within the TfNSW corridor (e.g. Bridge Road and Wattle Street) shall be in accordance with TfNSW requirements. Details of these requirements should be obtained by email at [DeveloperWorks.Sydney@rms.nsw.gov.au](mailto:DeveloperWorks.Sydney@rms.nsw.gov.au).

Detailed design plans of the proposed works are to be submitted to TfNSW for approval prior to the issue of a Construction Certificate and approval obtained prior to commencement of any road works that impact upon TfNSW road corridors. Please send all documentation to [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au).

A plan checking fee and lodgement of a performance bond is required from the applicant prior to the release of the approved road design plans by TfNSW.

## SIDRA Modelling

### Comment

The Response to Submissions (RtS) states that the SIDRA modelling has been submitted to TfNSW. The SIDRA model is currently being reviewed by TfNSW and additional information will be requested from the applicant.

### Recommendation

It is requested that the applicant be conditioned the following:

- The proponent shall provide the electronic copies of all SIDRA model files for review to TfNSW for concurrence prior to issue of the construction certificate. Any adjustments to the base values of the model shall be identified and supporting justification for each change provided. In addition, all signals shall be modelled on Masterlink mode and details provided on how the existing base model has been calibrated with on-site observations, for instance queue lengths and/or delays.
- Survey data shall be provided to validate the volumes used for the SIDRA modelling to TfNSW for concurrence prior to issue of the construction certificate. TfNSW notes that the data collection was predominately in 2017 and as such may not provide a full representation of existing traffic conditions noting development that have subsequently occurred in the area (e.g. Glebe, Pyrmont and Ultimo). Justification shall be provided for use of any survey data that is not current.

## Freight and Servicing

### Comment

The Response to Submission states the following:

*“The additional details on heavy vehicle movements requested are provided in Section 2.1 of the supplementary transport report (Appendix 8). A draft Loading Dock Management Plan has been prepared and is provided at Appendix 5.”*

Based on the forecast heavy vehicle movements and associated accumulation provided in the response to submissions, the peak heavy vehicle accumulation on-site occurs between 5am and 7am. At 5am the peak MRV/ HRV/ Semi vehicle accumulation occurs with approximately 17/18 vehicles of these vehicles parked on-site. This is equal to or slightly above the on-site provision for these types of vehicles. This may lead to queuing occur on-site and the potential to block the intersection of Wentworth Park Road/ Bridge Road/ Fish Markets entry.

### Recommendation

In order to minimise the impact of freight and servicing associated with the proposed development on the surrounding transport network, it is requested that the applicant be conditioned to the following:

- Prior to the issue of the occupation certificate, the Applicant shall update the draft Loading Dock Management Plan to prepare a detailed Freight and Servicing Management Plan in consultation with the Sydney Coordination Office within TfNSW. The applicant shall submit a copy of the final plan to the Coordinator General, Transport Coordination for endorsement. The Plan needs to specify, but not be limited to, the following:
  - Details of the development's freight and servicing profile, including the forecast freight and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay;
  - Loading dock management details, to ensure the demand for loading dock spaces does not exceed supply and measures to minimise freight and service vehicle movements during peak periods;
  - Management of incidents at the access to the loading dock;
  - Details of measures to mitigate any potential impacts to the operation of the road network from the development's freight and servicing vehicles; and

- Management of conflicts between cars accessing the car park and vehicle movements to/from the loading dock.
- The Freight and Servicing Management Plan shall be implemented by the applicant following the issue of the Occupation Certificate.

## **Sydney Trains Services**

### Comment

It is advised that the applicant needs to undertake services search to confirm that the proposed development activities would not have an impact on the Sydney Trains assets and services.

### Recommendation

It is requested that the applicant be conditioned to the following:

- Prior to the issue of a Construction Certificate, the Applicant shall undertake a DBYD to establish the existence and location of any rail services (including high voltage cables). Persons performing the service search shall use equipment that will not have any impact on rail services and signalling. Should rail services be identified within the subject development site, the Applicant must discuss with Sydney Trains as to whether these services are to be relocated or incorporated within the development site

## **Traffic and Transport Management for Seasonal Peaks**

### Comment

The Response to Submission states the following:

*“NSW is happy to work with TfNSW to prepare a more detailed Traffic and Transport Management Plan for seasonal peaks prior to the opening of the new Sydney Fish Market.”*

### Recommendation

It is requested that the applicant be conditioned to work with TfNSW to develop a traffic management plan that identifies appropriate measures to help manage traffic issues associated with peak seasonal demands.

## **Drop off and Pick up area**

### Comment

The Response to Submission states the following:

*“The proposed pick up / drop off area has been found to have a capacity comfortably above the maximum forecast hourly demand. The drop off / pick up lane sits outside of the current road reserve.”*

### Recommendation

It is requested that the applicant be conditioned to the following:

- The Applicant shall prepare a Bus, Coach and Pick up and Drop off Management Plan. The Plan needs to specify, but not be limited to, the following:
  - Promotion of safe and efficient operation of the bus, coach and pick up/ drop off area to minimise disruption to traffic;
  - Management of any queuing along Bridge Street, due to vehicles accessing the pick up / drop off area; and
  - Management of potential conflicts between cyclists and people accessing the pick up / drop off area.

## Active Transport

### Comment

The Response to Submission states the following:

*“The issue of shared path for bicycles is addressed in detail in Section 2.5 of the supplementary transport report (Appendix 8). Alternatives have been considered and the proposed shared path is considered the most suitable.”*

### Recommendation

It is requested that the applicant ensures that the new off-road cycling connection on Bridge Road is designed in accordance with Australian Standards.

## Travel Plan

### Comment

The Response to Submission states the following in relation to the TfNSW’s suggested condition:

*“This can be addressed by condition of consent.”*

### Recommendation

It is requested that the applicant be conditioned to the following:

- Prior to the issue of the Occupation Certificate, the Applicant shall prepare a Travel Plan in consultation with Sydney Coordination Office within TfNSW. The Travel Plan shall include:
  - Objectives and targets that would promote, encourage and support the alternatives to single occupant private vehicle trips and increase the mode share of active and public transport for staff and visitors access the site throughout the day.
  - Program of measures to increase active transport use, encourage public transport use, reduce single occupancy vehicle trips, reduce the need to travel, particularly during peak periods. Under the proposed measures, specific actions need to be identified to support the forecast modal targets.

## Construction Pedestrian and Traffic Management Plan (CPTMP)

### Comment

The RtS states agreement for a CPTMP to be conditioned.

### Recommendation

It is requested that the applicant be conditioned to the following:

- All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.
- A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre for any works that may impact on traffic flows on the classified road network during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>
- Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:
  - Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW. The CPTMP needs to specify, but not

limited to, the following:

- A description of the development;
  - Location of any proposed work zone(s);
  - Location of any crane(s);
  - Haulage routes;
  - A detailed plan identifying all construction vehicle access arrangements;
  - Estimated number of construction vehicle movements, including measures to reduce the number of movements during the AM and PM peak periods;
  - Measures to avoid construction worker vehicle movements;
  - Construction program;
  - Proposed construction hours;
  - Consultation strategy for liaison with surrounding stakeholders, including other developments;
  - Any potential impacts to general traffic, cyclists, pedestrians and bus and light rail services within the vicinity of the site from the construction of the development;
  - Cumulative construction impacts of the development, Bays Market District, Sydney Metro City and Southwest, Western Harbour Tunnel and WestConnex. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the road network; and
  - Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.
- Submit a copy of the final plan to the Coordinator General, Transport Coordination within TfNSW for endorsement; and

Thank you again for the opportunity of providing advice for the above application. If you require clarification of any issue raised, please don't hesitate to contact Vic Naidu, A/Senior Land Use Planner, by email at [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au)

Yours sincerely,



**Brendan Pegg**  
**Senior Land Use Planner**  
**Planning and Programs, Greater Sydney Division**