

New Sydney Fish Market Operational Management Plan

Version 1 - August 2025

Contents

1. Introduction.....	4
2. Acknowledgment of Country.....	11
3. New Sydney Fish Market	12
3.1 The Site.....	12
3.2 The Fish Market.....	13
3.3 Public Domain	15
4. Responsibilities.....	16
4.1 Security.....	19
5. Hours of Operation.....	21
6. Traffic and Transport.....	22
6.1 Travel Plan.....	22
6.2 Bus, Coach and Pick up / Drop Off Management Plan.....	24
6.3 Traffic and Transport Management Plan	25
6.4 Freight and servicing Management Plan.....	28
7. Vessel Management	29
8. Waste Management.....	31
8.1 Waste Minimisation	31
8.2 Source Separation	31
8.3 Waste Monitoring and Auditing.....	32
8.4 Waste Collection and Storage	33
8.5 Waste Movement On-Site.....	39
8.6 Waste Movement Off-Site	40
8.7 The Wharf Areas.....	42
8.8 Public Domain Waste	42
9. Odour Management	44
10. Noise Management	45
10.1 Noise Monitoring	45
11. Microbat Management	46
12. Flood Management	47
13. The Precinct/Public Domain Management	48
13.1 Placemaking NSW	48
13.2 The Precinct Manager	48
13.3 Events and Activations in the Precinct.....	48
13.4 Landscape maintenance plan.....	49
14. Community Information and Complaints.....	50

Attachment A – Operational Transport Plans

Attachment B – Green Travel Plan

Attachment C – Vessel Management Plan

Attachment D – Flood Management Plan

Attachment E – Waste Management Plan

Attachment F – PMNSW Outdoor Events Manual

Attachment G – PMNSW Outdoor Events Policy

Document History

Document Title	Revision	Date
Operational Management Plan	Final Draft	19 TH March 2025
Operational Management Plan	Council Endorsed	8 TH April 2025
Operational Management Plan	Comments received from DPHI	10 th June 2025 26 th September 2025
Operational Management Plan	Version 1 - Final DPHI approved	

1. Introduction

This Operational Management Plan has been developed by Infrastructure NSW for the New Sydney Fish Market (nSFM) development at 1A, 1B and 1C Bridge Road, Glebe. The new Sydney Fish Market was approved as a state significant development by the Minister for Planning and Public Spaces on 12 June 2020.

An overview of the relevant requirements of the consent and where they are addressed within this Plan is as follows:

Condition	Details	Relevant section within this plan
B8(h) - Landscape maintenance plan	Landscape maintenance plan. This plan is to be complied with during the occupation of the development.	Section 12.4
D16 – Constructed floor levels and flooding	Prior to occupation or commencement of the use, a Flood Management Plan shall be prepared and submitted to the Certifier and Planning Secretary.	Section 12
D19 – Operational Management Plan	Prior to occupation or commencement of the use, a detailed Operational Management Plan must be prepared by a suitably qualified person and submitted to and approved by the Planning Secretary. The Plan must be prepared in consultation with Council and shall include of the requirements of this consent, as relevant.	Whole report
D20 – Freight and Servicing	<p>Prior to occupation or commencement of the use, the Applicant shall update the draft Loading Dock Management Plan to prepare a detailed Freight and Servicing Management Plan (FSMP) in consultation with the Sydney Coordination Office with 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:</p> <ol style="list-style-type: none"> a. 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; b. 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; c. Management of incidents at the access to the loading dock; d. Details of measures to mitigate any potential impacts to the operation of the road network from the development’s freight and servicing vehicles; and e. Management of conflicts between cars accessing the car park and vehicle movements to/from the loading dock. 	Attachment A

	The Freight and Servicing Management Plan shall be implemented by the Applicant following occupation or the commencement of the use, whichever is earlier	
D21 – Traffic and Transport Management Plan (Peak Seasonal Demands)	Prior to occupation or commencement of the use, a detailed Traffic and Transport Management Plan (TTMP) must be prepared by a suitably qualified person, in consultation with and endorsed by TfNSW. The Plan must outline, but not be limited to, measures to help traffic issues associated with peak seasonal demands.	Attachment A
D22 – Bus, Coach and Pick-up and Drop-off Management Plan	Prior to occupation or commencement of the use, the Applicant shall prepare a detailed Bus, Coach and Pick-up and Drop-off Management Plan (BCPDMP) in consultation with and endorsed by the Sydney Coordination Office within TfNSW. The Plan needs to specify, but not be limited to, the following: <ul style="list-style-type: none"> a. Promotion of safe and efficient operation of the bus, coach and pick-up/drop-off area to minimise disruption to traffic; b. Management of any queuing along Bridge Street, due to vehicles accessing the pick-up/drop-off area; and c. Management of potential conflicts between cyclists and people accessing the pick-up and drop-off area. 	Attachment A
D23 – Travel Plan	Prior to occupation or commencement of the use, the Applicant shall prepare a detailed Travel Plan (TP) in consultation with and endorsed by the Sydney Coordination Office within TfNSW and Council. The Travel Plan shall include: <ul style="list-style-type: none"> a. 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 visitor access to the site throughout the day; b. 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; c. Program of measures to monitor and review bicycle parking and provide additional spaces over time, if required; and d. A mechanism for a minimum 5 yearly review in consultation with TfNSW and Council. 	Attachment B
D25 – Operational Vessel Management Plan	Prior to occupation or commencement of the use, a detailed Operational Vessel Management Plan (OVMP) must be prepared by a suitably qualified person, in consultation with the Glebe Rowing Society and other recreational rowing groups and endorsed by Ports Authority NSW and TfNSW (Maritime).	Attachment C

	<p>The Plan must outline, but not be limited to, measures to manage potential conflicts and issues associated with recreational rowers, dragon boaters, and recreational and commercial vessels. The OVMP must also include the management and mitigation measures outlined in the Navigation Impact Assessment prepared by Royal HaskoningDHV, dated 20 September 2019.</p> <p>Prior to occupation or use the Operational Vessel Management Plan must be submitted to the Planning Secretary.</p>	
E1 - Operational Management Plans	The operation of the new Sydney Fish Market must be in accordance with the OMP (Condition D19), FSMP (Condition D20), TTMP (Condition D21), BCPDMP (Condition D22). TP (Condition D23) and OVMP (Condition D25).	Whole report
E3 - Waste Management	The measures contained in the Waste Management Plan, prepared by Aecom, dated 4 April 2019, must be implemented to ensure the effective management of operational waste associated with the development. No waste materials are to be stored outside the building or approved waste storage areas at any time.	Section 8 – Attachment E- Waste Management (Prepared and updated by Aecom, dated 13 September 2019)
E8 – Operational mechanical plant and loading dock noise	Noise generated by mechanical plant, the loading dock and maritime loading/unloading activities at the premises must not exceed the project amenity/intrusiveness noise level or maximum noise level in accordance with the relevant requirements of the NSW EPA Noise Policy for Industry 2017, unless agreed to by the Planning Secretary.	Section 10

Table 1 – SSDA conditions addressed in this plan

An overview of the relevant requirements of the consent **post occupation** is as follows:

Condition	Details												
E2 - Hours of operation	<p>The hours of operation shall be as specified in the table below.</p> <table border="1" data-bbox="448 421 1370 1081"> <thead> <tr> <th data-bbox="448 421 991 454">Land Use/Activities</th> <th data-bbox="991 421 1370 454">Hours of Operation</th> </tr> </thead> <tbody> <tr> <td data-bbox="448 454 991 488">Offices, general administration, security</td> <td data-bbox="991 454 1370 488">24 Hours</td> </tr> <tr> <td data-bbox="448 488 991 555">Wholesale services, product storage and processing</td> <td data-bbox="991 488 1370 555">24 Hours</td> </tr> <tr> <td data-bbox="448 555 991 667">Restaurants, cafes, take away food and drink premises, small bars, shops and Sydney Seafood school</td> <td data-bbox="991 555 1370 667">7am – 12 midnight</td> </tr> <tr> <td data-bbox="448 667 991 902"> Marina <ul style="list-style-type: none"> - Fishing Fleet - Commercial - Recreational </td> <td data-bbox="991 667 1370 902"> <ul style="list-style-type: none"> - 24 Hours - 7am to 12 midnight - 7am to 12 midnight </td> </tr> <tr> <td data-bbox="448 902 991 1081"> Loading and unloading (deliveries) <ul style="list-style-type: none"> - Wholesale - Retail </td> <td data-bbox="991 902 1370 1081"> <ul style="list-style-type: none"> - 24 Hours - 7am to 12 midnight </td> </tr> </tbody> </table>	Land Use/Activities	Hours of Operation	Offices, general administration, security	24 Hours	Wholesale services, product storage and processing	24 Hours	Restaurants, cafes, take away food and drink premises, small bars, shops and Sydney Seafood school	7am – 12 midnight	Marina <ul style="list-style-type: none"> - Fishing Fleet - Commercial - Recreational 	<ul style="list-style-type: none"> - 24 Hours - 7am to 12 midnight - 7am to 12 midnight 	Loading and unloading (deliveries) <ul style="list-style-type: none"> - Wholesale - Retail 	<ul style="list-style-type: none"> - 24 Hours - 7am to 12 midnight
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E4 - Stormwater Management	<p>Within 12 months of occupation or commencement of the use, the stormwater management system shall be reviewed to ensure the principles within the Water Sensitive Urban Design to maximise harvesting and reuse and minimise direct discharge to Blackwattle Bay are realised (100% reuse for rain events up to 1 in 5 year events).</p>												
E5 - Annual Fire Safety Certificate	<p>The owner of the building shall certify to Council or the relevant authority every year that the essential services installed for the purposes of fire safety have been inspected and at the time of inspection are capable of operating to the required minimum standard. This purpose of this condition is to ensure that there is adequate safety of persons in the building in the event of fire and for the prevention of fire, the suppression of fire and the prevention of spread of fire.</p>												
E6 to E7 - Compliance with noise controls	<p>All relevant performance parameters (including but not limited to requirements, engineering assumptions and recommendations) in the Noise Impact Assessment, prepared by SLR, dated April 2019., must be implemented in the development prior to the commencement of its use.</p> <p>Prior to occupation or commencement of the use, a suitably qualified acoustic consultant is to provide a written Acoustic Verification Report to the satisfaction of the Certifier that the development complies with the requirements set out in the Report and in Condition E8 and B70.</p> <p>Note: Suitably Qualified Acoustic Consultant means a consultant who possesses the qualifications to render them eligible for membership of the Australian Acoustics Society, Institution of Engineers Australia or the Association of Australian Acoustic Consultants at the grade of member.</p>												

<p>E9 to E13 - Noise enhancing meteorological conditions</p>	<p>a. The noise limits set out in Condition E8 apply under the following meteorological conditions:</p> <table border="1" data-bbox="453 340 1469 611"> <thead> <tr> <th>Assessment Period</th> <th>Meteorological Conditions</th> </tr> </thead> <tbody> <tr> <td>Day</td> <td>Stability Categories A, B, C, D and E with wind speeds up to and including 3 m/s at 10 m above ground level.</td> </tr> <tr> <td>Evening</td> <td>Stability Categories A, B, C, D and E with wind speeds up to and including 3 m/s at 10 m above ground level.</td> </tr> <tr> <td>Night</td> <td>Stability Categories A, B, C, D and E with wind speeds up to and including 3 m/s at 10 m above ground level; or Stability Category F with wind speeds up to and including 2 m/s at 10 m above ground level.</td> </tr> </tbody> </table> <p>b. For those meteorological conditions not referred to in Condition E9(a), the noise limits that apply are the noise limits in Condition E8 plus 5dB.</p> <p>For the purposes of Condition E9, the meteorological conditions are to be determined from meteorological data obtained from the nearest, representative Bureau of Meteorology weather station.</p> <p>For the purpose of demonstrating compliance with the noise limits in Condition E8, the noise monitoring equipment must be located at the reasonably most affected external point at the location, but no closer than 3 m to a vertical reflecting surface and between 1.2 to 1.5 m above ground level for single storey residences and at a height between 1.2 to 1.5 m above the finished floor level for multi-storey residences.</p> <p>For the purpose of determining compliance with Condition E8 the modifying factor corrections in Table C1 in Fact Sheet C of the NSW EPA Noise Policy for Industry may be applied, if appropriate, to the noise measurements by the noise monitoring equipment.</p> <p>Noise measurements must not be undertaken where rain or wind speed at microphone level will affect the acquisition of valid measurements.</p>	Assessment Period	Meteorological Conditions	Day	Stability Categories A, B, C, D and E with wind speeds up to and including 3 m/s at 10 m above ground level.	Evening	Stability Categories A, B, C, D and E with wind speeds up to and including 3 m/s at 10 m above ground level.	Night	Stability Categories A, B, C, D and E with wind speeds up to and including 3 m/s at 10 m above ground level; or Stability Category F with wind speeds up to and including 2 m/s at 10 m above ground level.
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<p>E14 – Noise Control General Use</p>	<p>Noise emanating from the development must not give rise to any one or more of the following:</p> <ol style="list-style-type: none"> transmission of “offensive noise” as defined in the Protection of the Environment Operations Act 1997 to any place of different occupancy; the LA10 noise level must not exceed the background noise level in any Octave Band Centre Frequency (31.5Hz-8kHz inclusive) by more than 5dB between 7 am and 12 midnight at the boundary of any affected residence; the LA10 noise level emitted must not exceed the background noise level in any Octave Band Centre Frequency (31.5Hz-8kHz inclusive) between 12 midnight and 7 am at the boundary of any affected residence. 								

E15 Noise Monitoring	<p>During the first two years following the occupation or the commencement of use (whichever is earlier), the Applicant is to undertake periodic noise monitoring to confirm compliance with the noise limits in Condition E8 and Condition E14 of this consent.</p> <p>A noise compliance assessment report must be submitted to the Planning Secretary and the EPA within two weeks of the completion of monitoring required under this condition. The assessment must be prepared by a suitably qualified and experienced acoustical consultant and include:</p> <ol style="list-style-type: none"> a. the dates and times the monitoring occurred; b. the activities that were occurring on land administered by the Applicant during the monitoring c. an assessment of compliance with noise limits presented in Condition E8 and E14; and d. an outline of any management actions taken within the monitoring period to address any exceedances of the limits contained in Condition E8 and E14. <p>In the event that compliance with the noise limits is not achieved, suitable attenuation measures must be implemented to achieve compliance and the OMP required under Condition D18 be updated to include such measures.</p> <p>If directed by the Planning Secretary at any other time, the Applicant shall undertake noise monitoring to confirm compliance with the noise limits in Condition E8 and E14 of this consent.</p>
E16 – E20 Loading and Unloading	<p>All loading and unloading operations associated with the site must be carried out within the confines of the site, at all times and must not obstruct other properties/units or the public way.</p> <p>At all times the driveway and loading/unloading area must be kept clear of goods and must not be used for storage purposes, including garbage storage.</p> <p>All vehicles must enter and exit the site in a forward direction.</p> <p>All vehicles are to be wholly contained on-site before being required to stop. The size of vehicles servicing the site must not exceed 19 m.</p>
E21 - Car Park Ventilation	<p>The car park must be ventilated in accordance with the Building Code of Australia and, where necessary, Australian Standard AS1668, Parts 1 and 2. Ventilation must be controlled by carbon monoxide monitoring sensors to ensure compliance with occupant health requirements.</p>
E22 – Outdoor Lighting	<p>All new outdoor lighting (including any signage illumination) shall operate in compliance with AS 1158.3.1-2005 <i>Pedestrian Area (Category P) Lighting</i> and AS 4282: 1997 <i>Control of the Obtrusive Effects of Outdoor Lighting</i> (Condition B59).</p>
E24 – Fire Safety Certification	<p>The development shall operate in accordance with the Fire Safety Certificate obtained in accordance with Condition D6 of this consent.</p>
E25 - Treatment of run - off	<p>Any run-off from, either from stormwater or irrigation systems, must be captured and treated on-site to ensure that chemical products are not discharged to the stormwater network.</p>
E26 – Bunding	<p>The Applicant shall store all chemicals, fuels and oils used on-site in appropriately bunded areas in accordance with the requirements of all relevant Australian Standards, EPL</p>

	requirements and/or EPA's <i>Storing and Handling Liquids: Environmental Protection – Participants Handbook</i> .
E27 - Anti - Graffiti	Where possible all ground level surfaces are to be treated with anti-graffiti coating to minimise the potential of defacement. In addition, any graffiti evident on the exterior facades and visible from a public place is to be removed within 48 hours.
E28 to E30 – Odour Requirements	<p>The use of the premises must not give rise to the emission of gases, vapours, dusts or other impurities which are a nuisance, injurious or prejudicial to health.</p> <p>The use must not cause or permit the emission of any offensive odour from the premises as defined in the <i>Protection of Environment Operations Act 1997</i>.</p> <p>Gaseous emissions from the development must comply with the requirements of the <i>Protection of the Environment Operations Act, 1997</i> and Regulation. Uses that produce airborne particulate matter must incorporate a dust collection system.</p>
E31 to E32 – Water Quality	<p>No contaminated or treated site waters (surface, collected groundwater or contaminated construction waters) are permitted to be discharged into Sydney Harbour.</p> <p>No approval is permitted to pollute waters. All water discharge from the site must meet all requirements of the <i>Protection of Environment Operations Act 1997</i>.</p>
E33 – Microbats	<p>If at the end of the 5th year following completion of the works , there is no evidence of sustained use by Southern Myotis (<i>Myotis Macropus</i>) as a maternity roost and/or use of the compensatory roost boxes or of the habitat within the new Sydney Fish Market structures, the Applicant must purchase and retire Southern Myotis (<i>Myotis Macropus</i>) biodiversity credits to offset the prescribed impacts for the loss of habitat at the site, to the satisfaction of EESG.</p> <p>Note: 'Sustained use' is defined in the approved Microbat Management Plan.</p>
E35 – Marina Berths	<p>The number of berths for the marina must not exceed the following</p> <ul style="list-style-type: none"> a. Fixed wharf: <ul style="list-style-type: none"> (i) Maximum of 15 berths, comprising 4 double-berth pens, 3 double berths facilitated by mooring piles on the western side of the wharf, and a single berth alongside the eastern side of the wharf b. Recreational floating wharf: <ul style="list-style-type: none"> (i) Maximum of 10 berths, comprising of 5 double berths facilitated by mooring piles on the western side of the wharf (ii) one ferry pick-up and drop-off point facilitated by provision of a line of fender piles across the head of the pontoon.
E36 – Waste Removal	<p>Removal of waste from vessels (except fishing fleet vessels) must not occur between the following sensitive night time periods:</p> <ul style="list-style-type: none"> a. The period from 10 pm to 7 am, Monday to Saturday b. The period from 10 pm to 8 am, Sunday and Public Holidays

E37- Anti Fouling	Anti fouling activities are not permitted at the site at any time
E38 – Vessel Refuelling	Vessel refuelling is not permitted at the site at any time, except for vessel to vessel refuelling of the fishing fleet vessels.

Table 2 – Post Occupation SSDA conditions

2. Acknowledgment of Country

Placemaking NSW and Sydney Fish Market Pty Ltd acknowledge that the new Sydney Fish Market stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

3. New Sydney Fish Market

3.1 The Site

100 Bridge Rd, Pyrmont, NSW 2009

The site is located at the head of Blackwattle Bay between the Pyrmont Peninsula and the foreshore of Glebe, situated less than 2km west of Sydney's CBD and is partially within the City of Sydney Local Government Area.

The land to which the development application relates comprises Lots 3 - 5 in DP 1064339 part of lot 107 in DP 1076596 and part Lot 1 in DP835794. Works to connect to the existing waterfront promenade to the west of the site are located on Lot 3 in DP1018801. The development footprint is irregular in shape and has an area of approximately 36,800m². The site is partly on land above mean high water mark and partly on water below mean high water mark.

The site has a frontage to Bridge Road to the south and Blackwattle Bay to the north. Pyrmont Bridge Road is an arterial road that links to the Anzac Bridge to the north west of the site. Sydney Secondary College Blackwattle Bay Campus is immediately south west of the site and the existing fish market immediately north east. Located directly opposite the site to the south is Wentworth Park, separated by Bridge Road.

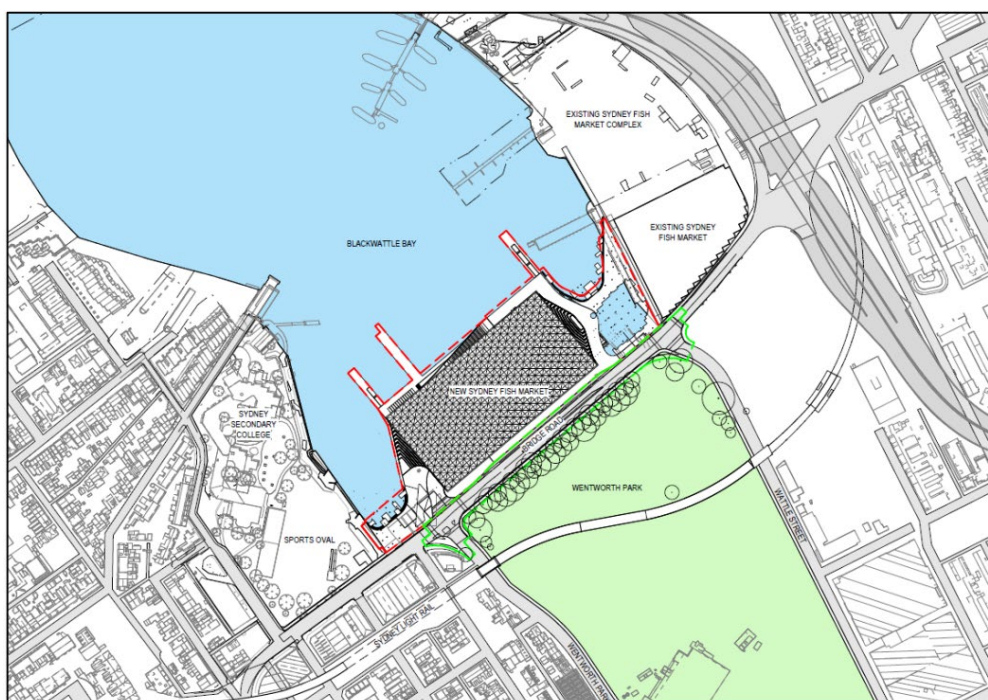


Figure 1 – Site Location

3.2 The Fish Market

The new Sydney Fish Market will become an architectural landmark at the head of Blackwattle Bay and house:

- A car park at basement level.
- Fish market operations including loading dock, auction room and wholesale area at lower ground level.
- Retail premises including fresh food retail and food and drink premises at upper ground level.
- Commercial uses and the Sydney Seafood School at mezzanine.
- Operational wharfs for the servicing, loading and unloading of seafood product from the Sydney fishing fleet.
- A public wharf for recreational vessels and capable for ferry services.





Figure's 2-5 – new Sydney Fish Market renders

3.3 Public Domain

The new Sydney Fish Market building will be complemented by a new public domain that wraps around the built form and includes:

- The Civic Plaza - The main public plaza and harbour side entry;
- The Water Plaza - An educational, bio-filtration and water play public plaza;
- The Western Plaza - The extension of the existing Glebe Foreshore;
- The Harbour Steps - The grand steps connecting the public domain to the harbour's edge;
- Bridge Road - The new major boulevard and green link.



Figure 6 – new Sydney Fish Market Public Domain render

4. Responsibilities

Responsibility for the day-to-day operational management of new Sydney Fish Market and the surrounding public domain is undertaken by Sydney Fish Market Pty Ltd and Placemaking NSW. The division of responsibilities is based upon geographical borders as outlined in the plan below and includes:

Responsibility of Sydney Fish Market Pty Ltd	Responsibility of Placemaking NSW
The Building	The Precinct
<p>The Sydney Fish Market Pty Ltd is responsible for the entirety of operations of the fish market building and the commercial fishing wharfs including:</p> <ul style="list-style-type: none"> • Building / Property / Tenant management • Car park management • Loading dock management • Fish market operations • Wholesale operations • Retail and food and beverage tenancy management • Building and services maintenance • Security and Safety • Cleaning and Waste 	<p>Placemaking NSW is responsible for the operation of the public domain including:</p> <ul style="list-style-type: none"> • Security and Safety • Cleaning and waste • Landscape management • Maintenance <p>Events and activation are generally organised by a joint committee of PMNSW and Sydney Fish Market Pty Ltd. Placemaking NSW retain overall responsibility of the management of the space.</p>
Commercial Fishing Wharfs	Public Wharf (Third wharf/Ferry wharf)
<p>The Sydney Fish Market Pty Ltd is responsible for the operation of the commercial fishing wharves</p> <ul style="list-style-type: none"> • Loading dock management • Fish market operations • Maintenance and management • Security • Cleaning and waste 	<p>Placemaking NSW is responsible for the operation of the public recreational wharf which forms a part of The Precinct above.</p>

Table 3 – Sydney Fish Market Pty Ltd and Placemaking NSW responsibilities

The Building Plan showing the ground floor shows the outline of the area Sydney Fish Market Pty Ltd are responsible for.

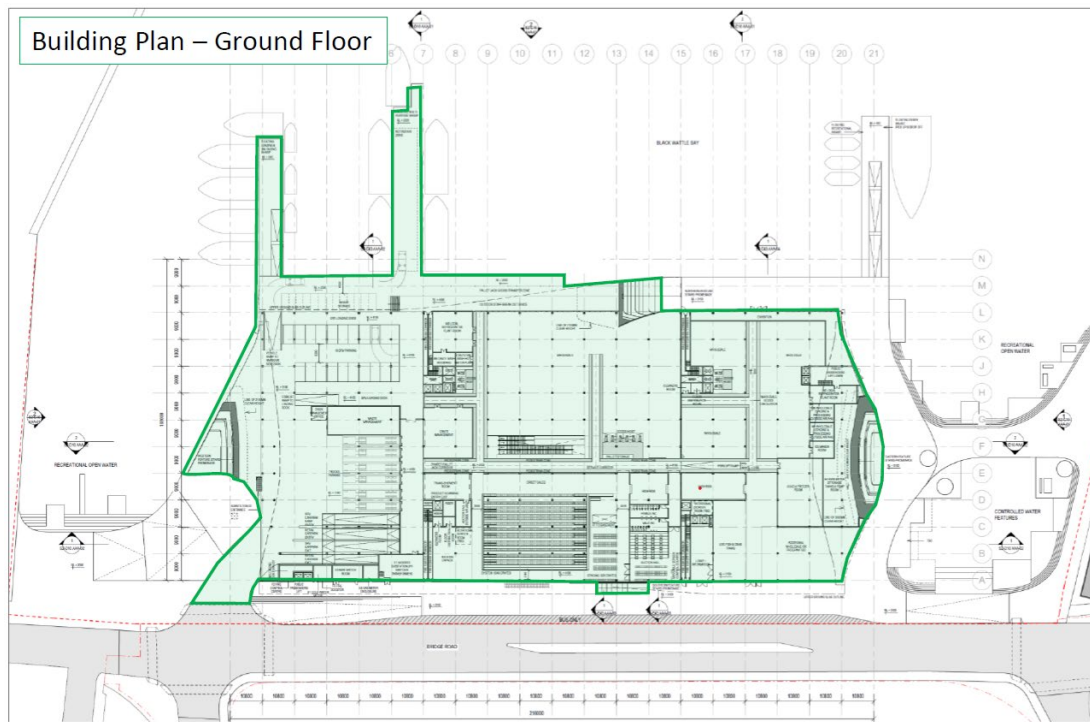


Figure 7 – Building Plan Ground Floor

The Precinct Plans identify the area in Purple that Placemaking NSW has responsibility for.

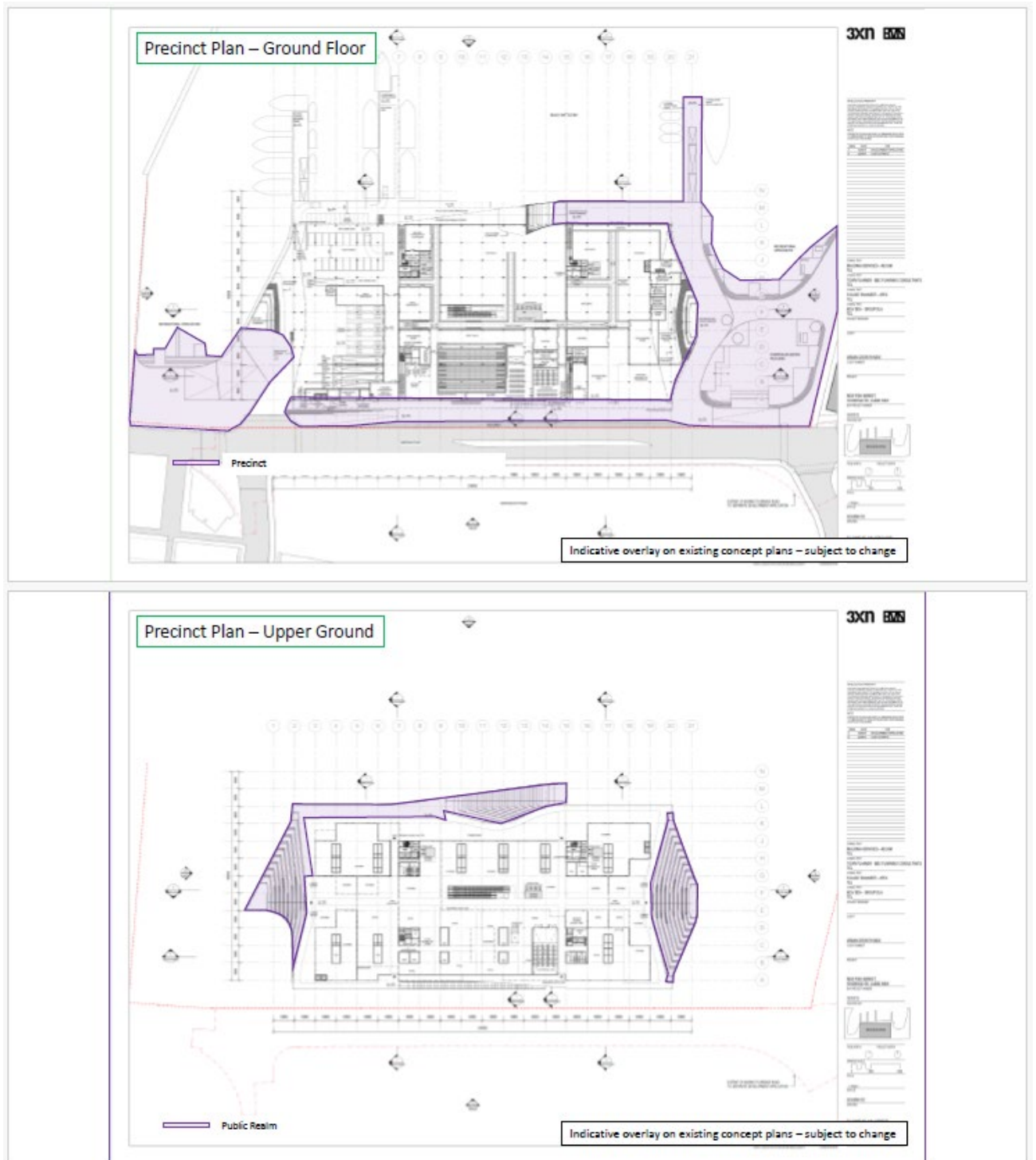


Figure 8 – Precinct Plans

4.1 Security

Both Sydney Fish Market Pty Ltd and Placemaking NSW have responsibility for general security for their areas.

- Sydney Fish Market Pty Ltd will be responsible for the Security within their Leased Premises, which included the Building and the Commercial Fishing Wharfs.
- Individual sub-tenants also have responsibility for security within their leased premises.
- Placemaking NSW is responsible for the Security for the Precinct, including the Public Wharf.

Building and Commercial Wharf Security – new Sydney Fish Market

Sydney Fish Market Pty Ltd engage a third-party security firm to provide Security Services, reporting through to the Sydney Fish Market Pty Ltd management team. A summary of the security activities implemented is outlined below;

- To cater for the security of the building environment regarding offensive behaviour, or behaviour that may harm visitors, sub-tenants, staff and property.
- To minimise opportunities for unobserved, unauthorised access to restricted areas;
- To provide for security of visitors to the new Sydney Fish Market and its facilities;
- To minimise the effect of a security incident through monitoring, patrolling and response;
- To provide response to emergencies, to ensure as much as is practical, the safety of the public, tenants, employees and contractors; and
- The Security contractor will serve as first respondents and refer all cases for primary medical response to NSW Ambulance, of the NSW Police where required.

Precinct Security - Placemaking NSW

Placemaking NSW engage CBRE as their overall Property Manager and a third-party security firm to provide Ranger Services. Currently that firm is Aces Group.

A summary of the security operational activities implemented for CBRE/PMNSW Visitor Services Ranger is outlined below;

- To cater for the precinct security environment regarding criminal or offensive behaviour aimed at harming visitors, staff and personal possessions.
- To minimise opportunities for unobserved, unauthorised access to restricted areas:
- To provide for security of visitors to CBRE/PMNSW precinct and its facilities;
- To minimise the effect of a security incident through monitoring, patrolling and response;
- To provide response to emergencies, to ensure as much as is practical, the safety of the public CBRE/PMNSW tenants, employees and contractors; and
- To enable timely and accurate monitoring and reporting on the implementation, capability and effectiveness of Visitor Services Ranger initiatives.
- CBRE/PMNSW Visitor Services Rangers will serve as first respondents and refer all cases for primary medical response to NSW Ambulance via DH control room.

Control Room: The Darling Harbour control room will provide constant 24/7 surveillance via surveillance cameras whilst CBRE/PMNSW Visitor Services Rangers will patrol the precinct. The Darling Harbour

control room operators coordinate communications with CBRE/PMNSW Visitor Services Rangers, monitors the video surveillance, maintains incidents logs and daily reports.

Ranger Patrol: CBRE/PMNSW Visitor Services Rangers will provide co-ordination of security and the assessment of risks with the assistance of Darling Harbour Control Room Operators. CBRE/PMNSW Visitor Services Rangers will report all WHS risks and incidents to the Darling Harbour Control Room as they observe them. CBRE/PMNSW Visitor Services Rangers will be deployed to the scene of an incident within PMNSW precincts to control or disperse crowds and render assistance to the public if required.

During patrols CBRE/PMNSW Visitor Services Rangers will detect security and safety incidents.

CBRE/PMNSW Visitor Services Rangers will focus heavily on public safety in the precinct and rely on active coordination of emergency services and other authorities, through Darling Harbour control room.

To conduct the security operations with a strong customer service ethic and a balance approach to educating public where they may have or maybe about to infringe regulations.

Warden Role: CBRE/PMNSW Visitor Services Rangers will serve as Wardens (where nominated) and act in accordance with directions of the Emergency Command Organisation (Darling Harbour Control Room), with particular responsibility for emergency evacuation.

Incident Management in The Precinct

Incidents and Emergencies

- Emergency – Call 000
- All incidents are to be reported to PMNSW Help Desk as soon as practical following the event.
- PMNSW Help Desk pmnsw@cbre.com.au 1300 275 223 Level 1, 12-26 Playfair St, The Rocks NSW 2000
- Rangers are available to assist in incident response including facilitating access for NSW Ambulance and other emergency services.
 - Rocks Control Room - 9240 8594
 - Darling Harbour Control Room - 9240 8601

5. Hours of Operation

The hours of operation for the new Sydney Fish Market are in accordance with the development approval, being:

Use/ Activity	Hours of Operation
Offices, general administration, security	24 hours
Wholesale services, product storage and processing	24 hours
Restaurants, cafes, take away food and drink premises, small bars, shops and Sydney Seafood School	7am - midnight
Marina <ul style="list-style-type: none"> • Fishing Fleet • Commercial • Recreational 	24 hours 7am - midnight 7am - midnight
Wharves - fishing fleet	24 hours
Wharves - commercial	7am - midnight
Wharves - recreational	7am - midnight
Loading / Unloading - Wholesale	24 hours
Loading / unloading - Retail	7am - midnight

Table 4 – Operational Hours

6. Traffic and Transport

A Green Travel Plan and an Operational Transport Plan both prepared by JMT Consulting have been added to this report.

6.1 Travel Plan

The new Sydney Fish Market site has good accessibility from existing cycleways. The proposal includes the provision of a new off-road bicycle link along Bridge Road adjacent to the frontage of the site which will significantly improve connectivity for cyclists in the area.

The site can be accessed by pedestrians and cyclists from the south (via Bridge Road), from the west or from the east (via Blackwattle Bay promenade). Dedicated bicycle lanes are provided on the esplanade on Blackwattle bay which provide safe and convenient access from the site through to the Fish Market Light Rail Station and onto the Western Distributor.

The new development includes:

- Enhancements to the Wattle Street / Bridge Road intersection to remove the existing pedestrian island and provide an additional signalised pedestrian crossing on the eastern leg of the intersection;
- An enhanced pedestrian experience along Bridge Road, with a significantly widened footpath and boardwalk directly adjacent to the new site;
- New dedicated off-road cycling connection along Bridge Road adjacent to the frontage of the site;
- 60 bicycle parking spaces for staff (with associated end of trip facilities) within the basement of the building;
- Parking for 76 bicycles for visitors within the public domain;



Figure 9 – Site Location and Access Routes

Bus Accessibility

The new Fish Market site is within close walking distance of several bus stops along Harris and Miller streets. Bus route 389 stops twice along Harris Street, both within walking distance of the site. This route connects Pyrmont with Bondi Junction, and additionally services Town Hall Station and the suburbs of Woollahra, Paddington and Darlinghurst. Route 501 also stops on the western end of Miller Street, less than 500m walk to the new Fish Market site. This route provides access to the site from Haymarket and West Ryde.

Other bus routes nearby the site include the 370, 431 and 433 which are 750m away from the site on Glebe Point Road that go to Martin Place, Central Pitt Street, Coogee, Leichhardt and Balmain. These services are just within the 10-minute walking catchment from the new Sydney Fish Market site, making them within walking distance from the site.



Figure 10 – Bus Accessibility

Light Rail Accessibility

The most accessible public transport mode to the new Sydney Fish Market site is the light rail. The inner west light rail line has three stops within easy walking distance to the new Sydney Fish Market site:

- Glebe light rail stop – 350m or 5 minutes walk from the site
- Wentworth Park light rail stop - 300m or 4 minutes walk from the site
- Fish Market light rail stop - 550m or 7 minutes walk from the site

This line follows the L1 line which goes from Central to Dulwich Hill. During peak times, the frequency of light rail services is every 5-8 minutes. The travel time to Central is 17 minutes, which is the closest train station to the site. The travel time to Dulwich Hill is 20 minutes from Wentworth Park stop.

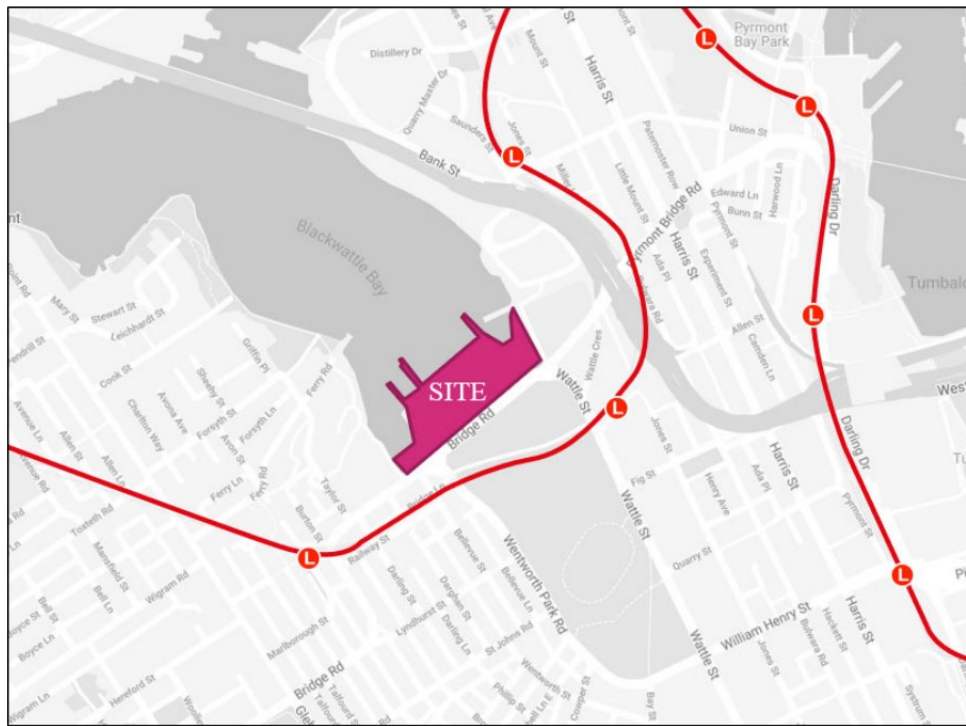


Figure 11 - Light Rail Accessibility

6.2 Bus, Coach and Pick up / Drop Off Management Plan

A key feature of the new Sydney Fish Market development is the provision of a drop off / pick up lane that sits outside of the current road reserve. This lane will facilitate vehicle drop off and pick up without relying on existing on-street kerbside space and will be used for buses, coaches and point to point transport vehicles (e.g. taxis and Ubers).

Subsequent to the original approval of the project in June 2020 modifications have been made to the drop off and pick up area. These changes were a result of further investigations and consultation with Transport for NSW and City of Sydney Council to maintain the Bridge Road roadway levels to existing conditions (approximately RL 2.0). The benefits arising from these changes are as follows:

- Drop off and pick up areas now at existing roadway level;
- Clearer separation from drop off areas to the Bridge Road shared path, with more controlled and visible points of entry;
- Delineation between the drop off / pick up areas for buses and coaches and those for passenger vehicles including taxis and Ubers which will provide a safer operation with easier management and wayfinding;
- Bridge Road shared path width maintained; and
- Greater separation and reduced points of conflict between shared path users and visitors being dropped off and picked up.

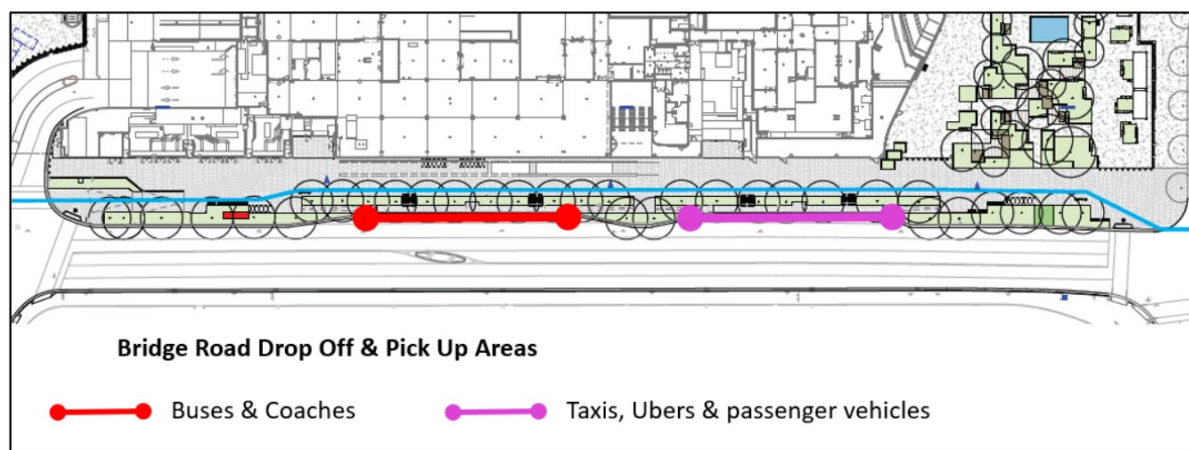


Figure 12 – Bridge Road Bus Drop Off and Pick up Areas

Management of queueing on Bridge Road

Design and management measures in place to limit the extent of any queueing along Bridge Road associated with the future pick up and drop off zone are as follows:

- The geometry of the drop off / pick up zones has been prepared in accordance with the relevant road design guidelines which has been supported by swept path analysis. In particular the layby width meets or exceeds the relevant design guidelines and therefore will allow for vehicles to be wholly contained within the zone and not impede the movement of vehicles along Bridge Road.
- Signposting will be in place to limit the duration of stay of vehicles and promote a high turnover. This is expected to include 'No Parking' signage for the passenger vehicle zone (limiting vehicle stays to two minutes) and 15 minute parking signs for the bus/coach zone.
- The bus/coach parking zone is to be used for pick up and drop off of passengers only, with layover to take place off-site in designated coach parking areas such as Bank Street.
- Adequate storage areas to accommodate expected demands throughout the day and evening.
- The design provides for segregation from the drop off / pick up area to the Bridge Road shared path, with more controlled and visible points of entry. This will both limit points of conflict as well as provide for a more efficient flow of vehicles through the pick up / drop off zone.
- The design provides for delineation between the drop off / pick up areas for buses and coaches and those for passenger vehicles including taxis and Ubers which will provide a safer operation with easier management and wayfinding.
- Sydney Fish Market Pty Ltd to engage traffic controllers to manage vehicle movements in the drop off / pick up zone during special events such as the Christmas Seafood Marathon
- Pick Up / drop off area to be available for trade vehicles during the auction hours of operation. Sydney Fish Market Pty Ltd to be responsible for marshalling and procedures to avoid queueing on bridge road.

6.3 Traffic and Transport Management Plan

The peak period for special events and peak activity at the new Sydney Fish Market is in the lead up to Christmas and New Year, particularly the 36 hour seafood marathon that is held during this time. The other intense periods of activity are the Easter long weekend and Chinese New Year. Special arrangements for parking and traffic management are organised at this time and patrons are warned about the likely congestion in the precinct and impacts on access.

Internal traffic management

To manage the movement of vehicles and pedestrians within the new Sydney Fish Market car park, there are a number of traffic controllers present during special event periods. These traffic controllers direct vehicles to the most appropriate car parking aisle based on whether there is spare capacity or not. Should there not be capacity in a certain aisle, the controller will direct them on to the next aisle. The traffic controllers are in contact with each other via radio communication so that they are aware when a space becomes available within a certain aisle in the car park.

In addition there are traffic controllers that manage interactions between vehicles and pedestrians within the car park.

External traffic management

During the Seafood Marathon the NSW Police are engaged by the Sydney Fish Market Pty Ltd to be on-site and manage the flow of traffic into and out of the car park. Police direct vehicles which lane to enter as they leave the site, as well as stopping people from exiting the site when there is a queue build up on Bank Street to ensure vehicles do not block the intersection. In this circumstance the Police have the ability to directly contact the Transport Management Centre to alter the phasing of nearby traffic lights to provide more 'green time' for vehicles accessing / departing the new Sydney Fish Market.

The engagement of NSW Police staff will continue to take place following the opening of the new Sydney Fish Market site. It is anticipated between 1-2 police personnel will be located at the main site access point at the intersection of Bridge Road and Wentworth Park Road. This police presence will assist in managing traffic impacts during major events at the site and reduce any flow on impacts on the surrounding transport network.

Variable message signs

Variable message signs (VMS) are installed on the external road network during major events held at the new Sydney Fish Market to inform drivers of upcoming delays or alternative parking locations that are available.

The use of VMS as a form of traffic management during major events will continue following the opening of the new Sydney Fish Market.

Off-site car parking

There are a number of publicly available parking facilities in the area which may have may spare capacity when the fish market parking demand is highest. There may be opportunities for shared parking arrangements in nearby locations which is an efficient means of meeting parking requirements. The peak parking demand for the new fish market may not coincide with these potential areas, and therefore create the opportunity for the shared use of spaces.

A similar approach is taken by The Star at Pyrmont, where parking demand exceeds supply on Friday and Saturday evenings. The additional demand for parking during these peak periods is managed through the external supply of parking in the Darling Harbour precinct such as the Harbourside car park. Outside of these evening peaks, demand is considerably lower, and thus casino parking is largely contained on site.

Three formal, privately operated off-street car parks listed below may support some of the increased demand during peak days, which could also be utilised by new Sydney Fish Market visitors. Collectively these car parks have capacity for approximately 2,300 cars.

- Harbourside Car Park, 100 Murray Street, Pyrmont, 1,400 spaces
- Harris Street Car Park, 320 Harris Street, Darling Harbour, 420 spaces
- Convention Centre, 41 Darling Drive, Darling Harbour, 500 spaces

The Pyrmont Precinct has the following parking opportunities within walking distance of the new fish market site. This also notes the times at which the car parks would be available for use by the fish market.

Location	Approximate number of spaces	Walking time	Access via	When available	
				Typical weekday	Major events
Sydney Secondary College – oval	150	4 minutes (300m)	Bridge Road	✗	✓
Wentworth Park Sports Stadium car park	75	5 minutes (400m)	Wattle Street	✗	✓
Wentworth Park oval (no parking on football pitch)	50	10 minutes (800m)	Wattle Street	✗	✓
Harbourside Car Park	1,400	12 minutes (900m)	Murray Street	✓	✓
Harris Street Car Park	420	10 minutes (800m)	Harris Street	✓	✓
Sydney International Convention Centre	500	15 minutes (1200m)	Darling Drive	✓	✓

Table 5 – Parking Options

To monitor the collective capacity of parking across the Pyrmont / Ultimo area and direct cars appropriately discussions could be held with TfNSW to introduce parking signage at strategic locations in and around the area. An example of existing signage directing users to various car parks on Darling Drive in Pyrmont is shown in Figure 13 below. Sydney Fish Market Pty Ltd and/or Placemaking NSW could engage with TfNSW to request for additional signs to be installed at locations such as Bridge Road and Wattle Street to direct users to different parking stations – particularly during busy periods such as the Christmas Seafood Marathon. Any additional signage would be at the discretion of Transport for NSW and/or City of Sydney Council.



Figure 13 - Existing parking signage on Darling Drive

6.4 Freight and servicing Management Plan

Sydney Fish Market Pty Ltd operate the Loading Dock.

A large loading dock will be provided on the lower ground floor of the building and accessed via Bridge Road. Vehicles accessing the loading dock will include Articulated Vehicles (AV), Heavy Rigid Vehicles (HRV), Medium Rigid Vehicles (MRV) and some Small Rigid Vehicles (SRV). They will include vehicles delivering and removing product, waste removal, service and emergency vehicles.

The lower ground floor loading dock can accommodate up to 21 vehicles at any one time, including:

- 3 * 19m long Articulated Vehicles
- 2 * 12.5m long Heavy Rigid Vehicles
- 13 * 8.8m long Medium Rigid Vehicles
- 3 * 6.4m long Small Rigid Vehicles

In addition to the ground floor loading area, parking in the basement will be available for registered buyers using SRVs and B99 (vans) vehicles. A 3.5m height clearance is available in the basement for these larger vehicles. The basement will therefore act as a dual purpose area for both public car parking (after 7am) and parking for registered buyers at the daily auction. 181 'flexible' car parking spaces will be available, which can be used by 137 SRVs during the early morning wholesale and auction period.

Loading dock management

The onsite management of the loading dock will consist of a combination of a dock management office (with Sydney Fish Market Pty Ltd staff to be on-site at all times) and a dock management system (DMS). The DMS will enable the onsite management team to scheduled truck delivery times and allocate docks using an online booking system such as Bestrane (or similar).

Trucks intending to use the docks will not be permitted to come to site without making a booking. The major benefit of the implementation of such a system is the ability to moderate demand throughout the day. The allocation of deliveries to timeslots (with strict length of stay limits) reduces the risk the loading dock reaching capacity and manages traffic flow into the site during peak periods for the new Sydney Fish Market. The booking system also largely mitigates the risk of vehicle queues forming to enter the site and improving the flow of traffic on the adjacent streets.

Specific operation and safety measures to be implemented where possible to manage activities within the loading dock including the following:

- Loading dock to be accessed by authorised personnel only
- Line marked walkways will be provided to allow safe passage for pedestrians where practicable and shared access signage where not
- Clear pedestrian aisles being marked on the truck manoeuvring area
- Trucks being fitted with reversing cameras so that space can be cleared.
- Allocated time slots shall need to be strictly adhered to for efficient dock management. The Dock Manager will supervise and manage all incoming and outgoing vehicle movements.
- Reversing beepers only being activated if an object is sighted by sensors with the warnings clearly being heard within the cabin through internal speakers.
- Dedicated area for drivers to stand while their vehicles are being unloaded.
- Congestion in the dock area being avoided by only allowing vehicles to enter when they have a scheduled delivery time.

- Commercial vehicles being marshalled by trained operational staff.
- No loading being permitted outside of dock positions.
- Vehicle speed controllers being installed on all materials handling equipment. • Vehicles using the loading dock will not leave position until green light is signalled by Sydney Fish Market Pty Ltd staff (via driver indicator lights)

7. Vessel Management

The new Sydney Fish M has 2 separate wharf areas.

1. The 'Unloading Wharf' is for the operations of the Sydney Fishing Fleet.

No public access is allowed onto the Unloading Wharfs.

Sydney Fish Market Pty Ltd is responsible for the operation of the commercial fishing wharves including:

- Loading dock management,
- Fish market operations,
- Maintenance and management,
- Security,
- Cleaning and waste.

2. The Public Wharf.

Public access is available to the Public Wharf which forms a part of The Precinct.

The Public Wharf has several usages including:

- Short Term Recreational Vessel berthing,
- Water Taxi berthing,
- Ferry Services,
- Fishing Boat overflow berthing.

Placemaking NSW is responsible for the operation of the public recreational wharf which includes:

- Maintenance and management,
- Security,
- Cleaning and waste.

The Operational Vessel Management Plan (OVMP) addresses vessels using the wharves at the new Sydney Fish Market only and that the vessels not owned by Sydney Fish Market Pty Ltd, once moved away from the piers, are outside the control of Sydney Fish Market Pty Ltd or Placemaking NSW.

The OVMP has been prepared with regards to the relevant guidance provided in the TfNSW Boating Handbook dated 03/2023. All vessels travelling in Blackwattle Bay and accessing the new Sydney Fish Market site, regardless of their owner, must adhere to the rules presented in the TfNSW Boating Handbook.

Hours of operation

The hours of operation for the wharves are to be consistent with Condition E2 of the project approval, those being:

- Fishing Fleet: 24 hours
- Commercial / Recreational: 7am – 12 midnight

The hours of operation of the ferry wharf have not been confirmed by TfNSW nor are there any restrictions on this use in the project approval for the new Sydney Fish Market.

Berth Management – Unloading Wharf

The new Sydney Fish Market wharves provide space for loading/unloading and berthing for all Sydney Fish Market Pty Ltd vessels – with each permanent vessel allocated an individual berthing location. This arrangement minimises any instance of vessels waiting or queueing within Blackwattle Bay prior to berthing.

The wharf layout will be complemented by continued management of the wharf through an on-site dock manager. The dock manager will be present at all times (including night shifts) on the wharf operated by Sydney Fish Market Pty Ltd to manage vessels that travel to or from the new Sydney Fish Market.

Formal management of the fishing vessel wharves will be implemented via the Bestrane Delivery and Appointment Scheduling System. The scheduling system will enable the Fish Market management team to facilitate scheduled vessel delivery times (if required) and allocate space at the wharves. The scheduling system will be utilised to moderate demand throughout the day if required, particularly during busy periods. The allocation of deliveries to timeslots reduces the risk the wharves reaching capacity and manages the movement of vessels during peak periods for the Sydney Fish Market. The booking system also largely mitigates the risk of queues forming.

Communication between the Sydney Fish Market Pty Ltd loading dock manager and Sydney Fish Market Pty Ltd vessels out at sea and in Blackwattle Bay will also be possible. Vessels also have the ability to communicate with each other to manage any potential conflicts or advise each other of their movements.

Berth Management – Public Wharf

The Public Wharf has multiple usages.

- Private Recreational Boats will be permitted to berth for a short period of time (30 minutes), with the intention that boat users will be able to access the new Sydney Fish Market for take away food services.
- Water Taxi services will be able to berth for short period of time to pick up and drop of passengers.
- Fishing Fleet overflow berthing. At times the fishing fleet expands with additional boats from outside Sydney and the Public Wharf provides berthing only facilities for these.
- Ferry Services. The jetty is able to support Ferry Operations.

Placemaking NSW are responsible for the management of the Public Wharf. This includes security, cleaning, waste removal, and maintenance. This will be undertaken as per The Precinct services outlined elsewhere in this OMP.

Transport NSW Ferry Services

At the time of preparation of this plan, TfNSW has not made a commitment to a ferry service to SFM nor published a proposed timetable.

8. Waste Management

The operational waste management strategy in this OMP has been developed by adopting the waste hierarchy as a framework for waste management practices to achieve the best environmental outcomes. The preferred order of adoption is as follows:

- Avoid waste generation
- Reduce waste during operations
- Reuse waste where applicable
- Recycle waste whenever possible
- Recover waste materials, and
- Disposal of waste when it cannot be reused or recycled

8.1 Waste Minimisation

Waste minimisation measures have been developed for implementation during operation of the new Sydney Fish Market. Prevention and minimisation of residual waste would be addressed where feasible, through the use of efficient operation techniques.

Cleaner production techniques have been identified for reducing operational waste at the new Sydney Fish Market. Some of these techniques include:

- Implementing ongoing improvement strategies in operational and maintenance practices to optimise the use of resources and minimise the amount of waste generated. For example, Total Quality Management and Lean Principles
- Application of highly efficient processes and/or 'green technology' to ensure sustainable uses of energy, water and natural resources
- Adopting a cradle-to-cradle (regenerative) approach in design and planning of operational works
- Promotion of product safe handling procedures in line with regulations and industry best practice and
- Implementing sustainable procurement practices, for example the elimination of single-use plastics, especially in public dining areas. This may be achieved through the use of 'green contracts' with retailers which identify requirements for use of reusable and/or recyclable consumer products.

8.2 Source Separation

Source separation involves identification and separation of waste into common material streams or categories at the point of generation for separate collection. This aids material reuse and improves recycling, thereby capturing reusable or recyclable material that would otherwise be landfilled. All waste materials generated during operation would be identified and classified in line with the NSW EPA's Waste Classification Guidelines 2014 before to separation.

Appropriate containers would be provided on all levels across the new Sydney Fish Market during operation for residual waste and reusable and recyclable materials. These containers would be clearly marked and identifiable by staff and the public to encourage correct waste separation. All containers will be stored in the allocated waste storage areas on retail, loading dock and basement levels.

The following waste streams would be separated at source at the new Sydney Fish Market:

- food organic waste, including meat, mostly from retail and catering operations
- fish offal
- co-mingled recyclables such as bottles and cans
- residual waste
- Expanded polystyrene (EPS)
- paper and cardboard
- scrap metal
- waste chemicals
- timber pallets
- cooking oil and motor boat oil
- empty oil drums.

Hydraulic oil and other consumables used in materials handling equipment, such as forklifts, will not be disposed of on site. It is expected that this equipment will be serviced by mobile service providers who will remove and dispose of waste oil and other consumables as part of the service.

8.3 Waste Monitoring and Auditing

To ensure cost-effectiveness and sustainable resource management, regular monitoring and auditing of waste streams over the life of the new Sydney Fish Market is required. Auditing and monitoring procedures would be developed for each waste stream to gather information on waste types generated, quantities produced, and waste management practices adopted.

The objectives of these procedures would be to:

- Establish baseline or benchmark data for planning purposes
- Identify new waste streams, characterise and quantify waste generated
- Monitor potential environmental impacts
- Identify waste diversion or source reduction opportunities
- Review waste transport records and disposal routes
- Enable positive actions to be taken in the event of incidents or accidents occurring on-site
- Monitor the implementation of the principles of waste management hierarchy and
- Recommend future actions to improve waste management practices.

New waste streams would be addressed as they arise and assessed to determine the most suitable management measures to use for handling, storing, transporting and disposing. In the unlikely event that any new waste types generated cannot be identified, they may be subject to testing to establish their nature and composition.

8.4 Waste Collection and Storage

Retail Level

Six waste storage areas have been allowed for at the new Sydney Fish Market. There are two ‘green points’, interim waste storage rooms, on the Upper Ground retail level, three rooms on the Lower Ground loading dock level and one room on the Basement level.

Green Points Figure 14 below shows the locations of the two green points as well as the hoists (large goods lifts) that will be used to transfer waste bins from this level to lower levels.

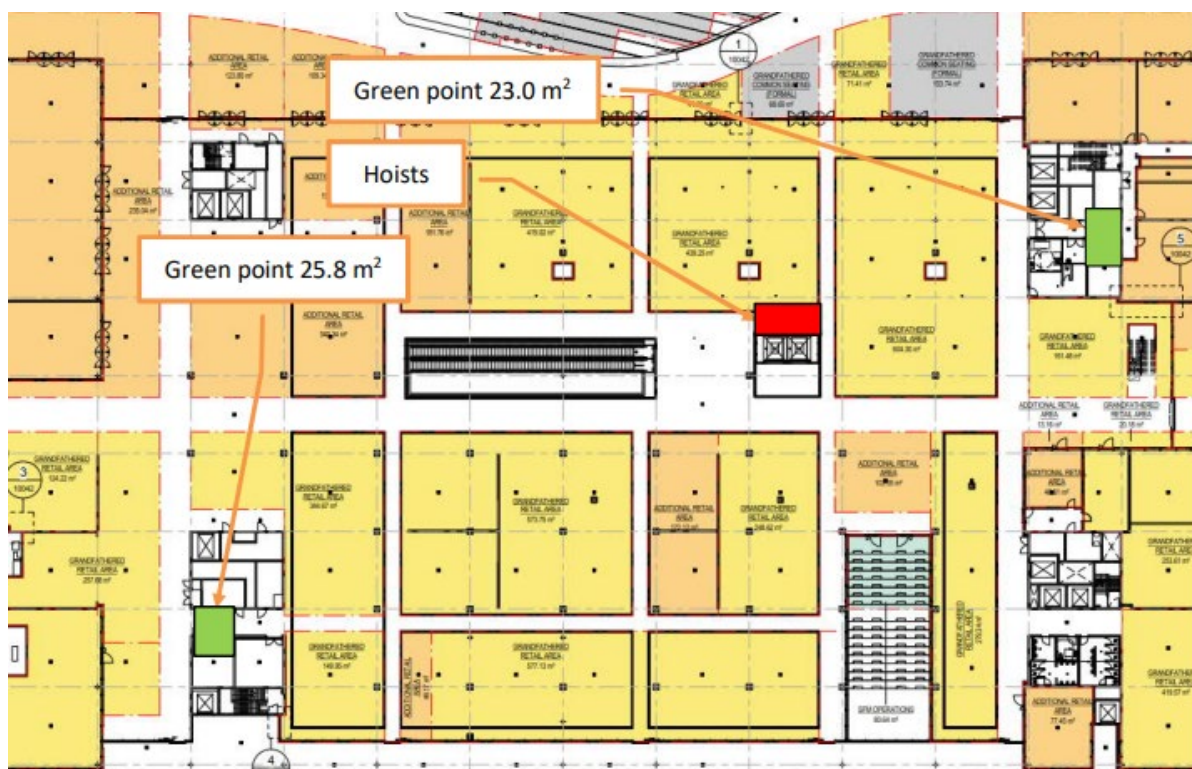


Figure 14 - Green point locations

Allowing space for manoeuvring, each green point will be able to store 10 or 11, 1100 L bins or about 40, 240 L bins, or a combination of these.

Tenants and/or cleaners will place their waste in the bins in these green points, which will then be taken by cleaners to the waste storage rooms on lower levels. This will be done at least daily and more frequently for bins such as food waste, if required. Cleaners will clean each Green Point at least once every 24 hours.

Food waste includes organics waste from the preparation of meals and food products for sale, other than fish offal, as well as plate scrapings and other retail waste food.

Fish offal will be stored in each tenancy and not in the Green Points. At the discretion of the retailer or wholesaler, fish offal will be taken directly to the fish offal waste storage room on the Lower Ground level. Because of the density of fish offal, transport and handling of this material is expected to be undertaken in 60 L mobile bins to prevent visual disamenity, spillage and the escape of odours.

Basement Level

The waste management room on the Basement level has an area of about 114 m². This area will be the location of the:

- cooking oil intermediate bulk container (IBC)
- drum crusher
- bin for crushed drums
- empty residual and/or food waste bins
- tow tug and trailer when not in use

Quantities of crushed glass are not known, but space has been allowed for storage of eight 60 L bins which will hold the equivalent of about two 1100 L bins of whole bottles. Glass containers would be included in the commingled stream so glass crushers may reduce the number of bins required for commingled containers.

Glass crushers could be located within the retail tenancies that produce significant quantities of glass containers. Whole bottles are placed in the crusher which reduces it to small fragments and stores them in a 60 L bin (Figure 15)



Figure 15 – Glass crusher

Glass crushers are commonly used behind the bars at many hotels and clubs. They save space for the storage of empty glass bottles and make separation and recycling more efficient.

When the bin is full it is taken to a green point and exchanged for an empty one. Cleaners will take the full glass bins by hand to a hoist and then to the Lower Ground where then will be towed on the bin trailer by a tow tug to the waste storage room.

Figure 16 below shows a potential layout of these elements and their spatial requirements. The internal layout of the room may be finalised during equipment installation or by cleaners and/or new Sydney Fish Market management during commissioning. Bins are marked as follows:

- F - food waste
- R - comingled recyclables
- G - Crushed glass.

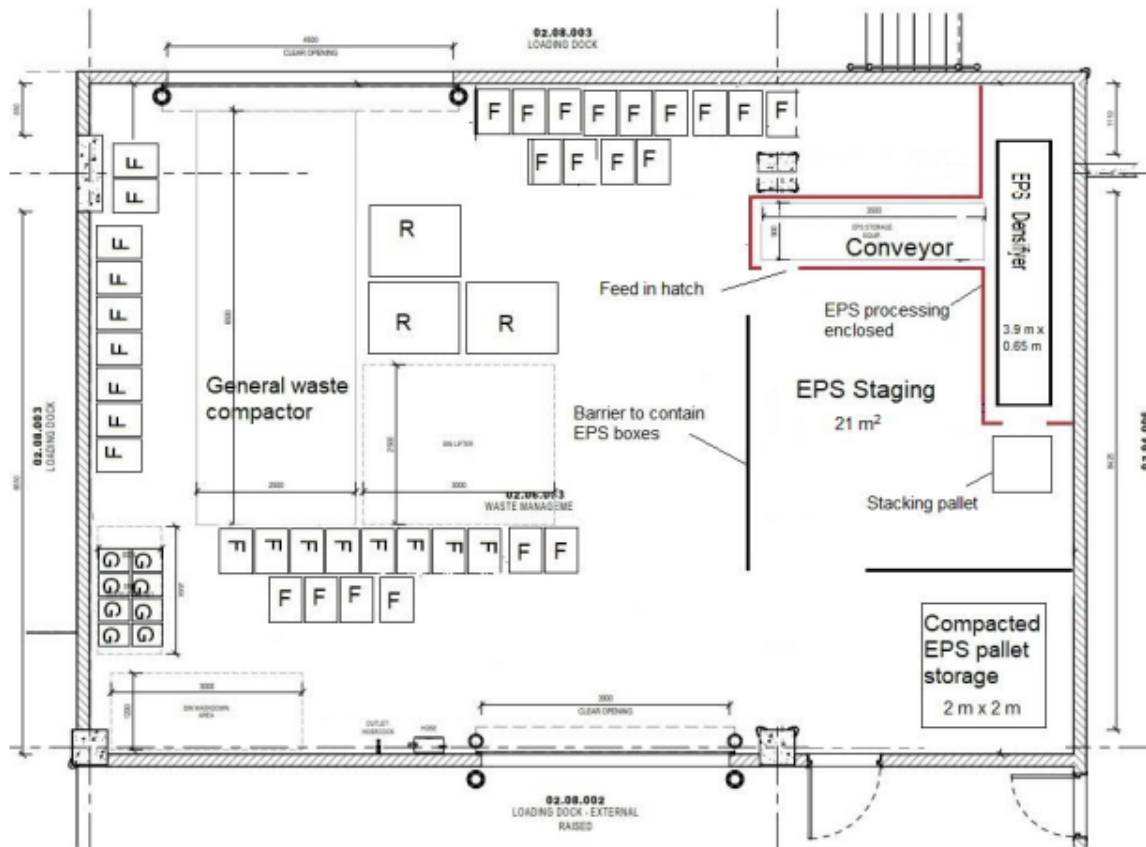


Figure 16 – Potential layout of elements

About 35 m³ of EPS is estimated to be generated per day at normal times and about 57 m³ at peak times. This is about 350-380 boxes per day in normal times and up to 575 in peak times. Assuming EPS boxes are stacked 2 m high in the staging area the amount of space currently allowed for EPS staging is about 42m³. This would hold more than one day’s worth of boxes in normal times and about 75% of a day’s worth in peak times.

Table 6 below shows the equipment that will be located in the Lower Ground South waste room.

Waste Type	Equipment	Number	Potential Collection Frequency - Average	Potential Collection Frequency - Peak	Minimum Area Required
Cardboard	Baler	1	N/a	N/a	1.4 m ²
Soft plastic					
Cardboard	Storage for baled cardboard	19	Weekly	2 per week	15 m ²
Soft plastic	Storage for baled soft plastics	2	Once every five weeks	Once every three weeks	1 m ²
Metals	1100 L mobile bins	3	Weekly	2 per week	5 m ²
Motor Oil	Bunded 1000 L IBC	1	1 per week	4 per week	4 m ²
Motor oil	Spill kit	1	N/a	N/a	0.45 m ²
Motor oil	Oil decanting funnel	1	N/a	N/a	N/a
Timber and broken pallets	1100 L mobile bins	6	3 per fortnight	2 per week	10 m ²
Space for manoeuvring					53.8 m ²
Total space					91.1 m²

Table 6 – Lower Ground Floor Waste Room Equipment

Figure 17 below shows a potential layout of the elements and their spatial requirements in the Lower Ground South waste storage area.

Bins and bales are marked as follows:

- C - cardboard
- SP - soft plastics
- M - metals
- T&P - broken timber and pallets.

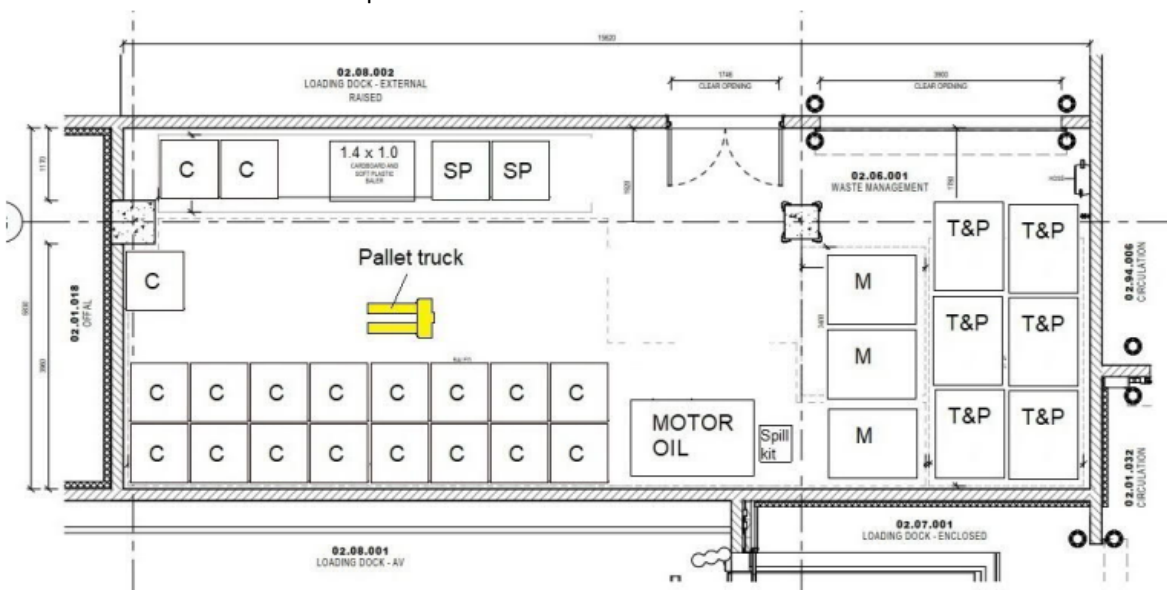


Figure 17 – Potential Layout of Elements (Lower Ground)

Fish offal will be stored in 780 L ‘mega bins’ in a dedicated room next to the Lower Ground south waste room. The fish offal waste room will be refrigerated and have an airlock.

Table 7 below shows the equipment that will be located in the fish offal waste room.

Waste Type	Equipment	Number	Potential Collection Frequency - Average	Potential Collection Frequency - Peak	Minimum Area Required
Fish offal	780 L ‘mega bins’	11	Daily	Daily	14.8 m ²
Fish offal	Gas strut bin lifter	1	N/a	N/a	0.4 m ²
Space for manoeuvring					27.7 m ²
Total space					43.7 m²

Table 7 - Fish offal waste room equipment

Figure 18 below shows a potential layout of the elements and their spatial requirements in the Lower Ground fish offal storage room.

Bins are marked as follows:

- FO - fish offal

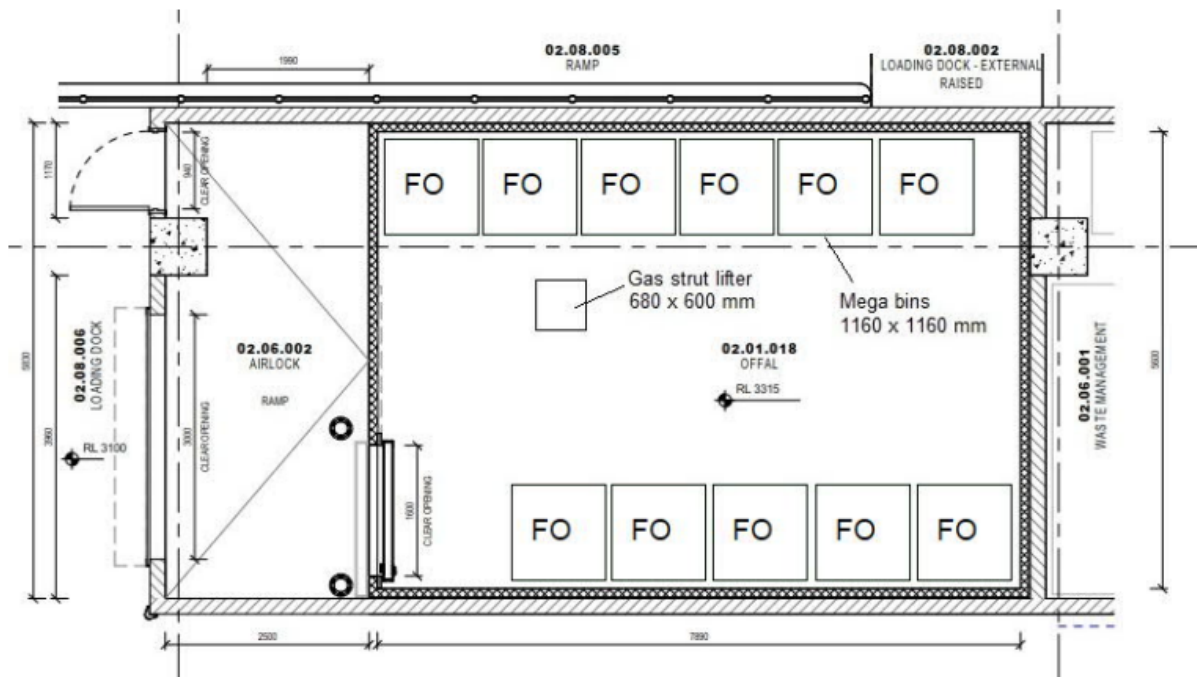


Figure 18 - Fish offal storage room

The internal layout of the areas may change and be finalised during equipment installation or by cleaners and/or new Sydney Fish Market management during commissioning. Opposite the loading dock is a room designated for returnable pallets. Returnable pallets will be stored here for collection by owners.

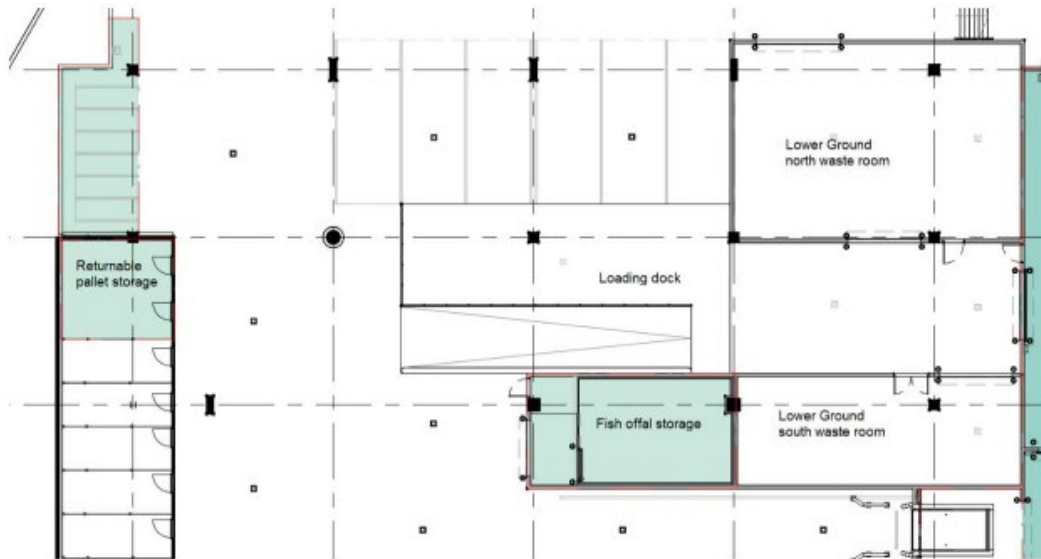


Figure 19 – Returnable pallets storage

8.5 Waste Movement On-Site

Waste from the retail areas on the Mezzanine and Upper Ground Levels will be stored in 'green points', interim waste storage rooms on the Upper Ground Level. All materials in the green points will be stored and moved in 1100 L bins except food organics, which would be moved in 240 L bins, and crushed glass, which will be moved in 60 L bins.

No forklifts are allowed on the retail levels so waste bins will be taken from the green points by hand to hoists. On the Lower Ground and Basement Levels they will be hitched together and towed using a tow tug and taken to the waste storage areas on those floors.

Fish offal will be stored in tenancies and not in the Green Points. Tenants will bring fish offal directly to the refrigerated fish offal storage room on the Lower Ground level. Because of the density of fish offal, transport and handling of this material is expected to be undertaken in 60 L mobile bins to prevent visual disamenity, spillage and the escape of odours.

Tenants will empty mobile bins of fish offal into 780 L 'mega bins' using a gas strut bin lifter.

Cleaners will feed the cardboard and soft plastic baler with each material as required and operate it to produce bales of cardboard and soft plastic. Any cardboard or soft plastics too contaminated with blood, offal, liquids or other materials, will be separated and placed in the garbage compactor. Bales of cardboard and soft plastic will be unloaded from the baler and on to pallets. Bales can be stacked on each other using a forklift if necessary. Bales of cardboard and soft plastic on pallets will be brought from the bales storage area out onto the dock using pallet truck from where they will be loaded onto trucks with a fork lift.

Tenants and others will place EPS boxes in the EPS staging area in the Lower Ground North waste room. Cleaners will feed the boxes into the EPS cold press densifier as required and operate it to produce logs of compressed EPS. These will be stacked in plastic bags on pallets. Full bags and pallets can be stacked on each other using a forklift if necessary. Pallets of compressed EPS will be brought from the storage area out onto the dock using pallet truck from where they will be loaded onto trucks with a fork lift.

8.6 Waste Movement Off-Site

Waste will be transported off-site to recycling, processing or disposal facilities by one or more private contractors. Collections by contractors will take place from the loading dock on the Lower Ground Level. Any bins, IBCs or waste stored in the Basement waste room will be brought to the loading dock for collection. All collections will be scheduled as part of loading dock management. Several different sized waste collection vehicles are anticipated to visit the site.

These will include:

- Hook lift truck to service the compactor - The compactor, situated in the waste room on the Lower Ground level would be serviced by the collection vehicle reversing onto the compactor, engaging the hook on the truck to the loop on the compactor and lifting it to a secure position on the. The compactor will be provided by the collection contractor.



Figure 20 – Hook Lift Truck

- Flatbed truck to collect baled cardboard and plastic - Bales of cardboard and soft plastic would be brought to the loading dock for collection by forklifts and loaded using a forklift onto a flatbed truck parked in the loading dock



Figure 21 – Flatbed Truck

- A semi-trailer to collect expanded polystyrene - Pallets of EPS would be brought from the waste storage room to the loading dock for collection by forklifts and loaded using a forklift onto a flatbed truck parked in the loading dock. Two collections per week are likely to be required.
- Rear lift vehicles to collect comingled recyclables and food waste - Materials stored in mobile bins, regardless of capacity, will be collected by a rear lift vehicle which will park in the loading dock. Collections will be scheduled as part of dock management. Bins will be wheeled from the waste storage room to the rear of the vehicle by the driver and/or cleaners and emptied into the vehicle before being returned empty to the waste storage room.



Figure 22 – Rear lift vehicle

- Specialist vehicles to collect fish offal - Fish offal collection is the responsibility of the recycling operator. Collection vehicles for fish offal will park in the loading dock while materials are loaded either using a fork lift or by loading mechanisms on the collection vehicle.
- Metals, and cooking oil - Collection vehicles for other materials will park in the loading dock while materials are loaded either using a fork lift or by loading mechanisms on the collection vehicle. IBCs for storage of cooking oil will be brought to the loading dock from the Basement by forklift for collection and placed on a flatbed truck by a forklift.

8.7 The Wharf Areas

Waste in the Commercial Wharf area is the responsibility of Sydney Fish Market Pty Ltd who are the operator and tenant of this space.

To ensure appropriate management of waste generated by vessels docked at the Commercial wharves, a waste storage area is provided at the land based end of each of the five wharves. Allowance has been made for the area required, and associated waste collection infrastructure which would be required to store one day's waste on the wharf. Waste disposed by vessels would be collected daily by cleaners and transported to the main waste storage areas until collection for disposal or recycling off-site.

Waste from the Public Wharf is the responsibility of the Precinct Manager - Placemaking NSW. There will not be bins on the Public Wharf but there will be bins close to the entry / exit in The Precinct.

8.8 Public Domain Waste

Fixed enclosures to hold 240 L bins are proposed for public areas. Approximately 25 pairs of bins, with bird-proof cowls, would be placed in public areas for collection of separated residual waste and comingled recyclables.

Cleaning and rubbish removal for the Precinct Integrated Assets, public domain & public wharf will be subcontracted and conducted by the appointed cleaning services contractor, (yet to be determined).

Precinct cleaning operations cover Precinct Integrated Assets which are areas including public domain, The Urban Park, Waterfront Promenade, The local plaza and Bridge Road promenade, and the public wharf.

Cleaners are responsible for cleaning and rubbish removal of all public amenities, common dining areas, public lifts, public stairs, surfaces, balustrades permanent art installations, furniture located in the public domain and, The Urban Park, Waterfront Promenade, The local plaza and Bridge Road promenade, and the public wharf.

Public Domain consumables: such as but not specifically, toilet paper, hand soap, hand towels, rubbish bags, cleaning products and machines are stored in the Precinct cleaners' store. (location to be determined)

Cleaning stores / rooms for Integrated Assets (public domain areas) will be exclusively managed and operated by the appointed cleaning services contractor.

Daily cleaning operations consist of monitoring public amenities, spot cleaning, litter picking, and public waste bins and gardens throughout the day.

Periodic cleaning operations may consist of floor scrubbing, promenade sweeping, gurnying, balustrade cleaning and will be scheduled and performed outside peak periods times during the week and/or in non-peak operating periods.

Waste collected from the public domain, The Urban Park, Waterfront Promenade, The local plaza and Bridge Road promenade, and the public wharf, will be transferred from the site to the Darling Harbour waste compound located in Zolner Circuit.

The waste and recycling receptacles will be utilised bin liners to ensure easy transfer and emptying.

Collected waste will be transported via road utilising a utility or similar vehicle (yet to be determined) to the waste disposal compound where it will be weighed and logged against the site for sustainability reporting purposes.

The selected waste streams being utilised within the public domain areas are: “Wet” and “Dry”

- a) Wet waste is biodegradable and includes all foods, fruits, vegetables, and other edibles served to customers and guests.

Dry waste includes all other types of garbage that aren't food waste—for example, paper, clothing, plastic, glass, cans, bags, etc



Figure’s 23 and 24 - Vehicles to collect and transfer waste from site

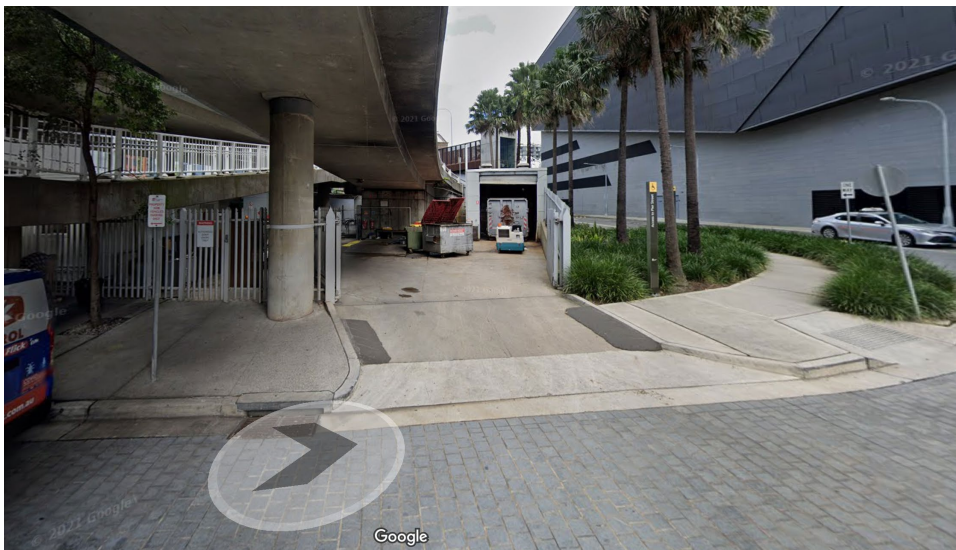


Figure 25 - The existing Waste processing facility at Darling Harbour (Zolner Circuit)

Refer to Attachment E -Waste Management Plan for further details.

9. Odour Management

Construction to Mitigate Odour

The old Sydney Fish Market was not purpose built for a food market. The new facility is designed and built for its purpose. This includes features that are designed to promote higher produce standards, and features to assist to reduce odour.

- All loading and unloading of wholesale seafood is undertaken under cover, and indoors to reduce exposure to the elements including heat.
- The movement and storage of wholesale seafood is predominantly indoors in a cool temperature-controlled environment.
- All waste is stored and collected indoors or undercover to reduce exposure to heat.
- All areas of the new Sydney Fish Market are designed with drainage appropriate for a wet markets environment to allow for washdown.

In addition the building design includes a number of odour and pest mitigation measures such as:

- Self-closing doors.
- Fully sealed building perimeter for the wholesale operations.
- All materials are resilient and hard and will not absorb odours - PU cement flooring, painted plasterboard, blockwork among others
- The offal room is refrigerated.
- The waste storage areas:
 - Have a hose tap connected to the water supply for ease of washing.
 - Are paved with impervious floor materials.
 - Are coved at the intersection of the floor and walls.

Management to Mitigate Odour

Sydney Fish Market Pty Ltd will be responsible for all cleaning in the building. Daily cleaning operations consist of cleaning the publicly accessible areas and public amenities, as well as the wholesale areas, the loading docks and waste management areas and the carpark.

Sub-Tenants including the Retail and Wholesale tenants will be responsible for cleaning their premises and returning their waste to the nominated areas. The process for managing waste is outlined elsewhere in the OMP.

Waste and recycling storage areas have been designed to minimise odour, pests and noise.

Sydney Fish Market Pty Ltd will organise daily and periodic waste removal as outlined in the OMP.

10. Noise Management

10.1 Noise Monitoring

In accordance with condition E8 and E15, noise monitoring will be undertaken following occupation of the building. Condition E8 requires:

E8. Noise generated by mechanical plant, the loading dock and maritime loading/unloading activities at the premises must not exceed the project amenity/intrusiveness noise level or maximum noise level in accordance with the relevant requirements of the NSW EPA Noise Policy for Industry 2017, unless agreed to by the Planning Secretary. Further:

- (a) Background noise monitoring must be carried out in accordance with the long-term methodology in Fact Sheet B of the NSW EPA Noise Policy for Industry 2017 unless otherwise agreed by the Planning Secretary;*
- (b) Commercial plant is limited to hearing, ventilation, air conditioning, refrigeration and energy generation equipment;*
- (c) An LAeq,15-minute (noise level) emitted from the development must not exceed the LA90,15-minute (background noise level) by more than 3dB when assessed inside any habitable room of any affected residence or noise sensitive commercial premises at any time. Further:*
 - (i) Background noise measurements must not include noise from the development but may include noise from necessary ventilation at the affected premise.*
 - (ii) Corrections in Fact Sheet C of the NSW EPA Noise Policy for Industry 2017 are applicable to relevant noise from the development measured in accordance with this condition, however duration corrections are excluded from commercial noise.*

Condition E15 requires:

During the first two years following the occupation or the commencement of use (whichever is earlier), the Applicant is to undertake periodic noise monitoring to confirm compliance with the noise limits in Condition E8 and Condition E14 of this consent.

A noise compliance assessment report must be submitted to the Planning Secretary and the EPA within two weeks of the completion of monitoring required under this condition. The assessment must be prepared by a suitably qualified and experienced acoustical consultant and include:

- (a) the dates and times the monitoring occurred;*
- (b) the activities that were occurring on land administered by the Applicant during the monitoring;*
- (c) an assessment of compliance with noise limits presented in Condition E8 and E14; and*
- (d) an outline of any management actions taken within the monitoring period to address any exceedances of the limits contained in Condition E8 and E14.*

In the event that compliance with the noise limits is not achieved, suitable attenuation measures must be implemented to achieve compliance and the OMP required under Condition D18 be updated to include such measures.

If directed by the Planning Secretary at any other time, the Applicant shall undertake noise monitoring to confirm compliance with the noise limits in Condition E8 and E14 of this consent.

Placemaking NSW will engage a suitably qualified consultant to undertake the noise monitoring and reporting as outlined in the SSDA approvals.

11. Microbat Management

In accordance with condition D44 of the consent “prior to occupation or commencement of use, all measures and commitments contained in the Microbat Management Plan (MMP), approved by EESG shall have been implemented.”

Section 3.5 of the MMP outlines that “creation of permanent microbat roosting habitat within or as near as possible to the new Sydney Fish Market is required to replace loss of roosting habitat for Southern Myotis from the existing wharf structures at Blackwattle Bay.” Multiplex are responsible for installation of the habitat.

Monitoring is a requirement of the MMP, section 8.3 outlines the monitoring requirements after construction. An annual monitoring report summarising the results of the post construction monitoring events will be prepared by the project ecologist. This will be completed within one month following the conclusion of each year of monitoring (comprising the two post construction monitoring events conducted in summer and winter during years 1, 3 and 5). The monitoring report would include a brief description of the background to the project, details of the microbat habitat lost, details of compensatory habitat installed and details of any microbat habitat present in the new structures, aims and objectives of the monitoring, monitoring methodology, results of monitoring events and recommendations for future improvements to MMPs. The annual monitoring report will be provided to EES and the results will be incorporated in the Construction Compliance Reports required under Part B of the development consents for SSD 8924 and 8925.

There are considerations to be made under condition E33 if after the 5th year of monitoring if there are no evidence that the habitats being used:

If at the end of the 5th year following completion of the works , there is no evidence of sustained use by Southern Myotis (Myotis Macropus) as a maternity roost and/or use of the compensatory roost boxes or of the habitat within the new Sydney Fish Market structures, the Applicant must purchase and retire Southern Myotis (Myotis Macropus) biodiversity credits to offset the prescribed impacts for the loss of habitat at the site, to the satisfaction of EESG.

Note: ‘Sustained use’ is defined in the approved Microbat Management Plan.

12. Flood Management

The roles and responsibilities for those primarily responsible for flood emergency preparedness and response are listed in table 8 below.

Role	Responsibility
Building Owner	<ul style="list-style-type: none"> Appoint a Site Controller (typically the Site Manager) as the Chief Flood Warden and appoint a Deputy Flood Warden Ensure that the Chief Flood Warden is enacting the Flood Emergency Response Plan Ensure all tenants are made aware of the flood risk adjacent to the building
Site Controller (Chief Flood Warden)	<ul style="list-style-type: none"> Brief all flood wardens on the Flood Management Plan and any changes Monitor weather daily on Bureau of meteorology website Activate commencement of Flood Management Plan in event of flooding Liaise with emergency services if required Conduct Flood Emergency Response drills annually Ensure the Flood Preparation and Response team is adequately trained Periodically review and update Flood Management Plan
Flood Wardens	<ul style="list-style-type: none"> Ensure Chief Flood Warden is notified in the event of a flood emergency Receive text messages or emails from the Early Warning Network Assist in directing all building personnel to the nominated shelter in place locations and ensuring they remain clam Undertake the required training as instructed

Table 8 – Flooding Incident Roles and Responsibilities



Figure 26 - Recommended external evacuation route

For further information on flood management, refer to attachment D – Flood Management Plan

13. The Precinct/Public Domain Management

The Precinct is defined by geography in section 3. Placemaking NSW is responsible for day-to-day operational management of The Precinct. Placemaking NSW is also the Landlord for the Precinct.

13.1 Placemaking NSW

Placemaking NSW is the custodian of some of Sydney's most culturally and historically significant waterfront locations, including The Rocks, Darling Harbour, Barangaroo and Circular Quay, and now the new Sydney Fish Market precinct.

These precincts are home to a mixture of residents, retailers, restaurateurs, hotels, event groups and workers and attract a significant number of visitors each year.

Central to Placemaking NSW's purpose is:

- The ongoing protection and enhancement of the natural and cultural heritage of the foreshore areas;
- The promotion, coordination and management of economic development and sustainable and responsible use of the foreshore areas;
- The promotion, coordination, management and provision of cultural, educational, economic, recreational, entertainment and tourism related activities of the foreshore areas.

13.2 The Precinct Manager

Placemaking NSW is the Landlord, and the Landlord has elected to appoint itself as the Precinct Manager. The Precinct Manager takes responsibility for the management of the Precinct.

This includes:

- Cleaning
- Waste Removal
- Pest Control
- Security
- Maintenance
- Gardening and Landscaping

CBRE has been appointed by Placemaking NSW as the managing agent for property and facility management services for all their precincts. Day-to-day contact is through CBRE.

13.3 Events and Activations in the Precinct

In addition, Placemaking and Sydney Fish Market Pty Ltd are entering a joint arrangement to establish a Precinct Management Committee which will have responsibility for determining and implementing activities and events and designed to activate the Precinct as a public facility.

During these events Placemaking retain responsibility and control of The Precinct.

Third party groups looking to hold events or activations in places managed by Placemaking NSW are directed to the following policy documents on the operational criteria required to obtain an approval and event licence agreement from PMNSW please refer to the Outdoor Events Manual. More specific details about how best to use these spaces and the standard conditions to deliver a successful event can be found within the Outdoor Events Policy.

Attachments:

PMNSW Outdoor Events Manual

PMNSW Outdoor Events Policy

13.4 Landscape maintenance plan

The landscape design for the approved Public Domain Plan has been developed in consultation with Council via the Public Domain Plan process.

The plan has been developed in accordance with the relevant City of Sydney palettes, master plans, technical specifications etc. As outlined in the Sydney Streets Technical Specifications, these documents help to ensure a consistent approach to City's infrastructure asset management for the purpose of City's ongoing inspections and maintenance.

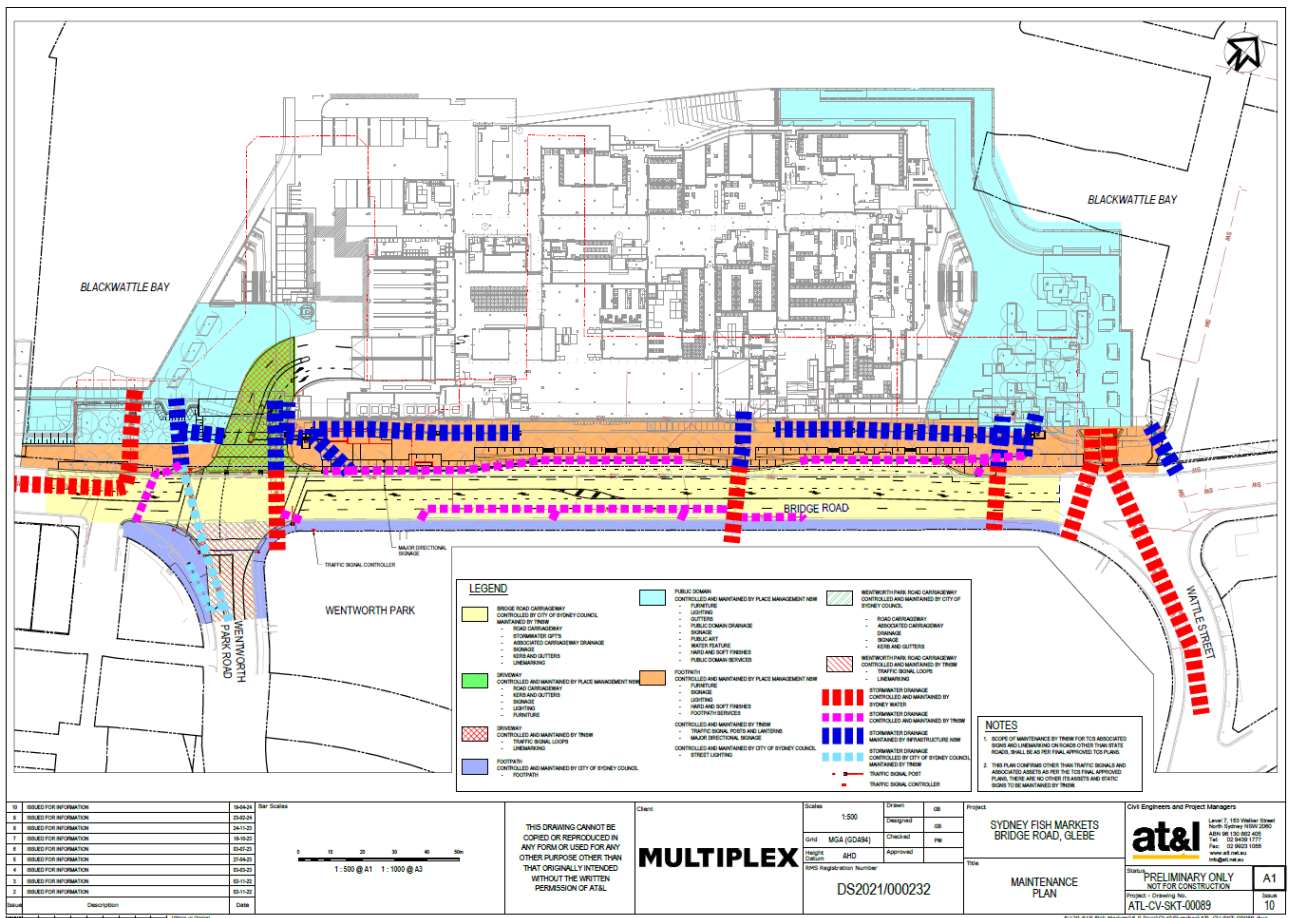


Figure 27 – Maintenance Plan

14. Community Information and Complaints

Community information and complaints procedures will be managed through both the Sydney Fish Market and Placemaking NSW websites. A dedicated page will be created on both websites to provide information in relation to:

- new Sydney Fish Market- overview of building/ facilities, hours of operation and responsibilities in relation to new Sydney Fish Market.
- Placemaking NSW- overview of public domain, any restrictions on activities within the public domain and responsibilities in relation to new Sydney Fish Market.

Each of these web pages will have a dedicated link to enable complaints to be made via email or through an online form. Sydney Fish Market Pty Ltd and Placemaking NSW will work collaboratively to determine the responsibility for complaint follow up and generally respond to the complainant within 7 days.