

RTA Ref: RDC 10M719 - 2 SYD10/00786  
Contact: James Hall (RN) T 8849 2047  
Your Ref: MP 10\_0060

**SRDAC**

**SYDNEY  
REGIONAL  
DEVELOPMENT  
ADVISORY  
COMMITTEE**

The Director  
Government Land and Social Projects  
Department of Planning  
GPO Box 39  
Sydney NSW 2001

Attention: Amy Ravitz-Williams

**SYDNEY FISH MARKET, BLACKWATTLE BAY, PYRMONT  
ENVIRONMENTAL ASSESSMENT**

Dear Sir/Madam

I refer to the Department of Planning's letter dated 20 September 2010 (Reference: MP10\_0060), concerning the abovementioned development application which was referred to the Roads and Traffic Authority (RTA) for comment.

The Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 6 October 2010, and provides the following comments:

1. It is noted that the proposed development site includes land that is owned by the RTA (Lot 17) that is subject to a lease to Sydney Fish Market Pty Ltd with a clause to transfer ownership to the State Property Authority (SPA) in the near future.

The RTA is further investigating this matter and will arrange the necessary clearances to allow the land to be vested in SPA in connection with the proposed development. The Department of Planning will be notified upon resolution of this issue.

2. In regard to the revised intersection layout for the signalised intersection of Bank Street and Miller Street, the following concerns are raised:
  - The location of the modified Hymix concrete plant entry and exit and the service lane.

An independent Stage 2 Road Safety Audit shall be undertaken on the proposed Hymix concrete plant entry and exit and the proposed service lane, as illustrated on the concept signal design plan, by a certified auditor.



- The length of the proposed "A" phase pedestrian crossing is excessive. The current duration of the "A" phase pedestrian crossing is 23 seconds (walk and clearance), and would have to be increased significantly to cover the proposed crossing distance. This would result in reduced green time to all other signal phases.
- The re-positioning of the stop line in the proposed plan would cause an increase in red time for all other phases, therefore creating a less efficient traffic signal operation.

The developer should consider the provision of a slip lane for the westbound entrance into the site and the stop line to be left in its existing position.

- The turning curve on the exit approach from the site is excessively sharp. This will result in larger headways for vehicles exiting the fish markets, again causing inefficient traffic signal operation.

Revised intersection plans which address the abovementioned concerns (including an electronic copy of the proposed signal phasing) shall be submitted to the RTA for approval.

3. Consideration should be given to the implementation of a sensory 'Parking Guidance System' throughout the internal car parking areas to guide traffic circulation and prevent residual queuing in parking areas.
4. Consideration should be given to increasing the length of the divergence of the dual-lane approach to the signalised exit of the site at the intersection of Miller Street and Bank Street in order to increase the storage of the residual queuing of vehicles on-site.
5. The layout of the car parking areas associated with the subject development (including: driveways, grades, aisle widths, turning paths, sight distance requirements, and parking bay dimensions) should be in accordance with AS 2890.1-2004 and AS 2890.2 – 2002 for heavy vehicles.
6. All vehicles are to enter and leave the site in a forward direction.
7. All vehicles should be wholly contained on site before being required to stop.
8. All loading and unloading shall occur on site.
9. Post development storm water discharge from the subject site into the RTA drainage system shall not exceed the existing development discharge.

Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to the RTA for approval, prior to the commencement of any works. Details should be forwarded to:-

The Sydney Asset Management  
PO Box 973  
Parramatta CBD NSW 2124

A plan checking fee may be payable and a performance bond may be required before the RTA's approval is issued. With regard to the Civil Works requirement please contact the RTA's Project Engineer, External Works Ph: 8849 2114 or Fax: 8849 2766.

10. The developer shall submit detailed design drawings and geotechnical reports relating to any excavation of the site and support structures to the RTA for assessment (prior to the approval of any Construction Certificate). The developer shall meet the full cost of the assessment by the RTA.

The report would need to address the following key issues:

- a. The impact of excavation/rock anchors on the stability of Pyrmont Bridge Road and the Western Distributor and details how the carriageway would be monitored for settlement.
  - b. The impact of any excavation on the structural stability of the Pyrmont Bridge Road and the Western Distributor.
  - c. Any other issues that may need to be addressed (Contact: Geotechnical Engineer Stanley Yuen on Ph: 8837 0246 or Graham Yip on Ph: 8837 0245 for details).
11. All demolition and construction vehicles are to be contained wholly within the site.
12. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to the Department of Planning and Council for review prior to the issue of a Construction Certificate.
13. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
14. All works/regulatory signposting associated with the proposed development shall be at no cost to the RTA.

In addition to the above, the Department is advised that other sections of the RTA are reviewing the subject development application and if any issues are raised, the Department will be advised of these issues in due course.

If you wish to discuss this application further, please contact James Hall, Senior Land Use Planner, on 8849 2047 or via email [james\\_hall@rta.nsw.gov.au](mailto:james_hall@rta.nsw.gov.au).

Yours faithfully



Chris Goudanas  
Chairman, Sydney Regional Development Advisory Committee

29 October 2010