

2 November 2019

Our Reference: SYD17/01651\_2 & SYD17/01653\_2  
Your Ref: SSD8925 & SSD8925

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

Attention: Rodger Roppolo

Dear Sir/Madam,

**PROPOSED NEW SYDNEY FISH MARKET  
STAGE 1 CONCEPT WORKS AND STAGE 2 MAIN WORKS  
1A TO 1C BRIDGE RD, GLEBE & PART 56-60 PYRMONT BRIDGE ROAD, PYRMONT**

Reference is made to your referral dated 11 October 2019, regarding the abovementioned Application which was referred to Roads and Maritime Services (Roads and Maritime) in accordance with Clause 101 and 104 of the *State Environmental Planning Policy (Infrastructure) 2007*.

Roads and Maritime has reviewed the submitted application does not provide concurrence for the proposed development application. The following additional information shall be provided:

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

**Roads and Maritime Services**

3. TCS1200 (Pymont Bridge/Wattle) is coordinated with TCS230 (Pymont Bridge/Western Distributor/Bank St). TCS1835 (Pymont Bridge Rd/Pymont Bridge St), TCS5 (Pymont Bridge/Harris) and TCS230 are also coordinated. Modelling is to be revised to reflect the TCS coordination. Also during peak periods (including weekend peak periods), the cycle time operates at the maximum cycle time of 120 seconds for all signalised intersections.
4. The proposed new TCS at Wentworth Park Rd/Bridge Rd intersection is within close proximity to TCS1200 and TCS230. The new proposed signals will need to be coordinated with TCS1200 and TCS230.
5. While pedestrian amenity will be improved, the installation of a marked foot crossing on the eastern approach of Bridge Road along with the removal of the slip lane from Wattle Street will result in delays for all vehicles coming from Wattle Road due to the requirement for full pedestrian protection. An exemption of this pedestrian leg should be sought or use of flashing amber arrows used to increase traffic flow.
6. Additional justification shall be provided for the removal of the left turn slip lane at TCS1200 considering the high importance of this section to the network.
7. Figures 75, 76 and 77 suggest that TCS230, TCS5 and TCS1835 will have negligible impacts when there are increased traffic volumes, new intersections and significant increases in inefficiencies at TCS1200. Currently traffic that approaches TCS1200 and traffic along Bridge Road must travel through TCS230. With the new proposed layout at TCS1200 significant increases in delays are expected at TCS230 if the new pedestrian crossing at TCS1200 is introduced. Also, the left turn from Wattle Street into Pymont Bridge Rd will further impact the network.
8. Modelling has not been shown at the Pymont Bridge Rd / Western Distributor intersection. However, modelling results at Pymont Bridge Rd / Wattle St show that the future scenario queue lengths will extend beyond this intersection.
9. Pedestrian protection shall be provided for the dual right turns from Wattle Street into Bridge Road (TCS1200). The new pedestrian crossing at the northern approach of Pymont Bridge Road will also need to be reflected in the modelling.
10. The proposed increase in road level along Bridge Road between Wattle Street and Wentworth Park Road will require removal of a significant amount of foliage from the established Moreton Bay fig trees. These are considered to be highly important to the community and should be protected where possible. Furthermore the increase in finished levels along Bridge Road will potentially exacerbate localised flooding on the surrounding road network.
11. There is expected to be a high number of pedestrians walking throughout the front promenade. Consideration shall be provided for a dedicated cycle way as the shared path will likely introduce safety concerns when mixed with moderate to high speed commuter cyclists.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Vic Naidu, A/Senior Land Use Planner, by email at [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au)

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Andrew Lissenden', with a stylized flourish at the end.

**Andrew Lissenden**  
**A/Senior Land Use Planner**  
**South East Precinct, Greater Sydney Division**