# Executive Summary

CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXECUTIVE SUMMARY</td>
<td>1</td>
</tr>
<tr>
<td>Structure of the Master Plan</td>
<td>3</td>
</tr>
<tr>
<td>PART A BACKGROUND</td>
<td>5</td>
</tr>
<tr>
<td>A1 Role of the Master Plan</td>
<td>7</td>
</tr>
<tr>
<td>A2 Land to which the Master Plan applies</td>
<td>13</td>
</tr>
<tr>
<td>A3 Master Plan Vision, Objectives &amp; Outcomes</td>
<td>15</td>
</tr>
<tr>
<td>A4 Master Plan Process and Community Involvement Programme</td>
<td>21</td>
</tr>
<tr>
<td>A5 Supporting Studies</td>
<td>23</td>
</tr>
</tbody>
</table>
PART C  THE MASTER PLAN ................................................. 89
C1 The Master Plan ........................................................................... 95
C2 Land and Water Use ................................................................. 97
  Land use ............................................................................. 97
  Water use ......................................................................... 99
C3 Function and Operation .......................................................... 101
C4 Transport, Movement and Access ........................................... 103
  Summary of projected parking demand ................................ 104
  Vehicle access and circulation ............................................. 105
  Car parking ....................................................................... 107
  Water access ..................................................................... 109
  Pedestrian and cycle access ............................................... 111
C5 Urban design guidelines and response ..................................... 113
  Built form ........................................................................ 115
  Colours and materials ....................................................... 121
  Views and visual character ............................................... 123
  Site connections and linkages .......................................... 125
  Overshadowing and solar access .................................... 129
  Open space, public domain and water/land interface .......... 131
  Signage and lighting ......................................................... 133
C6 Landscape guidelines ............................................................. 137
  Planting ........................................................................... 139
C7 Heritage, archaeology and site interpretation .......................... 141
  Reuse of collected artefacts / materials strategy ................. 141
  Naming strategy ............................................................... 141
  Public domain / public art strategy .................................. 143
  Built form strategy ............................................................ 143
  Interpretation walk strategy ............................................. 143
C8 Infrastructure and services ..................................................... 145
  Stormwater ..................................................................... 145
  Sewerage ......................................................................... 147
  Waste control and management ..................................... 147
  Marine and sewall infrastructure .................................... 149
C9 Environment ........................................................................ 151
  Energy conservation ......................................................... 151
  Remediation ..................................................................... 153
  Odour control and management .................................... 155
  Noise ................................................................................ 155
C10 Phasing and implementation ................................................... 157
  Subdivision ................................................................ .... 159

SYDNEY FISH MARKET MASTER PLAN
APPENDICES

APPENDIX 1
Built Form and Planning Overlay Figure

APPENDIX 2
Planning Summary Table

APPENDIX 3
Master Plan
Ground Floor Plan
First Floor Plan
Second Floor Plan
Third Floor Plan & Basement Plan
Site Sections
LIST OF FIGURES

Figure 1  Land to which the Master Plan Applies ........................................................................................................................................ 12
Figure 2  Vision Statement .................................................................................................................................................................................. 14
Figure 3  Master Plan Process ........................................................................................................................................................................ 20
Figure 4  Context ...................................................................................................................................................................................... 28
Figure 5  Existing Site Character Photos ................................................................................................................................................ 30
Figure 6  Existing Urban Form and Open Space Network ........................................................................................................................... 32
Figure 7  Planning Framework .................................................................................................................................................................. 34
Figure 8  Existing Site Character Photographs ........................................................................................................................................ 36
Figure 9  Existing Land and Water Ownership ....................................................................................................................................... 44
Figure 10  Existing Land Use .................................................................................................................................................................... 46
Figure 11  Existing Function and Operation .............................................................................................................................................. 48
Figure 12  Existing Built Form Character Photographs .................................................................................................................................. 52
Figure 13  Existing Public Domain and Site Connections .......................................................................................................................... 54
Figure 14  Existing Transport and Access ......................................................................................................................................................... 60
Figure 15  Historic Site Maps ................................................................................................................................................................... 70
Figure 16  Existing Infrastructure and Services .................................................................................................................................................. 74
Figure 17  Site Opportunities .................................................................................................................................................................. 82
Figure 18  Site Constraints ....................................................................................................................................................................... 86
Figure 19  Master Plan Ground Floor Plan .................................................................................................................................................. 93
Figure 20  Land And Water Use ..................................................................................................................................................................... 96
Figure 21  Transport Movement and Access ..................................................................................................................................................... 102
Figure 22  Urban Design Controls ................................................................................................................................................................. 112
Figure 23  Urban Design Sections ................................................................................................................................................................. 114
Figure 24  Urban Design Sections ................................................................................................................................................................. 116
Figure 25  Urban Design Sections ................................................................................................................................................................. 117
Figure 26  Urban Design Sections ................................................................................................................................................................. 118
Figure 27  View Corridors .......................................................................................................................................................................... 122
Figure 28  Site Connections and Linkages ....................................................................................................................................................... 124
Figure 29  Shadow Diagrams 21 June ............................................................................................................................................................ 128
Figure 30  Public Domain ........................................................................................................................................................................ 130
Figure 31  Public Domain: breakdown of areas .................................................................................................................................................. 132
Figure 32  Landscape and Planting ............................................................................................................................................................... 136
### GLOSSARY

- **DA**: Development Application
- **SEPP**: State Environmental Planning Policy
- **SFM**: Sydney Fish Market
- **SFMPL**: Sydney Fish Market Pty Ltd
- **SHFA**: Sydney Harbour Foreshore Authority
- **SREP**: Sydney Regional Environmental Plan
- **UDP**: Urban Development Plan for Ultimo-Pyrmont Precinct (1999 Update)
- **CIP**: Community Involvement Programme
EXECUTIVE SUMMARY

A Master Plan is required under the provisions of Sydney Regional Environmental Plan No.26 – City West (SREP 26) for the Sydney Fish Market (SFM) site prior to any potential redevelopment. The purpose of this Master Plan is to guide the future development of the SFM site. It has been prepared to address the provisions of SREP 26 and the guiding principles of State Environmental Planning Policy No. 56 – Sydney Harbour Foreshores and Tributaries (SEPP 56). The Minister for Infrastructure and Planning is the authority for adoption of the Master Plan and consent authority for future DAs relating to the site under SREP 26.

An extensive community and stakeholder involvement programme has informed the Master Plan’s vision, objectives and outcomes and assisted in the contextual analysis and identification of site opportunities and constraints by exploring the key elements of SFM’s sense of place.

Retention and enhancement of SFM unique ‘sense of place’ is a fundamental philosophy underlying the project. It is seen as imperative that the working harbour atmosphere of SFM, that is so highly valued and loved by Sydneysiders and visitors alike, is maintained in the future.

The Master Plan is intended to:

- Continue Government efforts to renew the Pyrmont/Ultimo area as a thriving, lively and publicly accessible urban environment.
- Provide a structure for the future development of SFM that meets the requirements and objectives of Sydney Fish Market Pty Ltd (SFML), Sydney Harbour Foreshore Authority (SHFA), the Government and the wider community.
- Provide a comprehensive and integrated approach for the future redevelopment and management of the site that will enable the development assessment process to proceed efficiently by clarifying issues and identifying requirements.
- Provide guidance as to the land use, form, scale and phasing of development that will be acceptable on the site, within a publicly accountable process.
- Assist stakeholders and the public in understanding the future role, sense of place and character of SFM.

- Set the conceptual framework for future development whilst providing flexibility to encourage innovative design and development.

- Assist the consent authority in the consideration and determination of future Development Applications (DAs).

The Master Plan sets out requirements for future development in the form of detailed development principles and controls. These aim to encourage development that responds to its context and contributes to the quality of the built environment, the future character of the site and the surrounding Blackwattle Bay locality.

**STRUCTURE OF THE MASTER PLAN**

This Master Plan is divided into 3 distinct sections. They are:

*Part A - Background*

This section briefly explains the background to preparation of the Master Plan and the Master Plan vision and role.

*Part B – Contextual Analysis*

The site analysis process assists in fully understanding the site's opportunities and constraints and has underpinned the development of the design strategy for the site.

*Part C - The Master Plan*

This section is the Master Plan. It sets out the Master Plan principles and design guidelines for future development on the site.

The Master Plan is supported by background information that details a process of site and context analysis and option development, and provides technical background.
A1 ROLE OF THE MASTER PLAN

The purpose of this Master Plan is to guide the future development of the Sydney Fish Market (SFM) site. It has been prepared to address the provisions of Sydney Regional Environmental Plan No.26 – City West (SREP 26) and the guiding principles of State Environmental Planning Policy No. 56 – Sydney Harbour Foreshores and Tributaries (SEPP 56). An earlier 1995 SFM Master Plan lapsed on March 2001. A six (6) month extension was granted for this Master Plan which lapsed on 20 September 2001.

The Master Plan demonstrates the contextual relationship between the site and its wider area; establishes height, form and urban design principles for future development; identifies the different land uses proposed and requirements for the provision of public open space; and sets out the manner in which the site will function, including pedestrian and vehicular access and circulation and other key operational characteristics.

A fundamental principle underlying development of the Master Plan has been recognition that realisation of the full potential of SFM requires an integrated planning and management approach if the full potential of Blackwattle Bay is to be realised.

The buildings, landform, foreshore location, maritime setting and mix of land uses give Blackwattle Bay its unique working harbour/maritime character. Distinguished from the Rocks and Darling Harbour, Blackwattle Bay has the potential to be developed as another unique area of Sydney, offering a variety of maritime and fresh fish market related services and experiences, and with a character and function unparalleled in Sydney. By redefining its objectives, role and function, this Master Plan aims to facilitate SFM's redevelopment as a catalyst to and cornerstone element of the redevelopment of this precinct.
Retention and enhancement of SFM’s unique ‘sense of place’ is a fundamental philosophy underlying the project. It is seen as imperative that the working harbour atmosphere of SFM, that is so highly valued and loved by Sydneysiders and visitors alike, is maintained in the future.

The Master Plan is intended to:

- Continue Government efforts to renew the Pyrmont/Ultimo area as a thriving, lively and publicly accessible urban environment.
- Provide a structure for the future development of SFM that meets the requirements and objectives of SFMPL, SHFA, the Government and the wider community.
- Provide a comprehensive and integrated approach for the future redevelopment and management of the site that will enable the development assessment process to proceed efficiently by clarifying issues and identifying requirements.
- Provide guidance as to the land use, form, scale and phasing of development that will be acceptable on the site, within a publicly accountable process.
- Assist stakeholders and the public in understanding the future role, sense of place and character of SFM.
- Set the conceptual framework for future development whilst providing flexibility to encourage innovative design and development.
- Assist the consent authority in the consideration and determination of future Development Applications (DAs).

The Master Plan sets out requirements for future development in the form of detailed development principles and controls. These aim to encourage development that responds to its context and contributes to the quality of the built environment, the future character of the site and the surrounding Blackwattle Bay locality.

The Master Plan is an important tool in the planning approval process, building on the broader land use and development control provisions of SREP 26 and the more specific urban design, built form,
public domain, access, parking and circulation requirements of the Ultimo Pyrmont Precinct Urban Development Plan (1999 Update) (the UDP).

The Minister for Infrastructure, Planning and Natural Resources is the authority for adoption of the Master Plan and consent authority for future DAs relating to the site under SREP 26. Adoption of the Master Plan does not imply the granting of consent for any development, however, in the assessment of future DAs for the site, the Minister must take the Master Plan into consideration and development must be consistent with it.

Any amendment to the Master Plan will be subject to public consultation and the consent authority must be satisfied that:

- a better development will result;
- the land uses proposed is consistent with the zone objectives;
- the total floor space of all buildings within a development will not increase above that permitted by SREP 26 as a result of an amended Master Plan; and
- the total land available for public open space within the site will not be reduced below that required by a previous Master Plan or amendment.
Figure 1  Land to which the Master Plan applies
**A2 LAND TO WHICH THE MASTER PLAN APPLIES**

**LAND**
This Master Plan applies to the SFM site (including the Bank Street car park). The area covered by the Master Plan is shown in Figure 1. The site is currently bounded by Hymix concrete batching plant to the north, Bank Street to the east, Pyrmont Bridge Road to the south and Blackwattle Bay to the west.

**WATER**
Whilst, this Master Plan applies only to the land based component of SFM, the overall redevelopment of SFM is likely to involve works and operations within the adjoining waterway. Activities within the waterway, including access to the waterway, structures spanning water, and any works to wharves and pontoons do not require development consent. Waterways Authority is the approval authority for all such ‘water based’ activities, which require assessment and approval under Part 5 of the Environmental Planning & Assessment Act 1979 (the Act). Whilst the Waterways Authority is the approval authority for all ‘water based’ activities, the seawalls form part of the SFM site and are subject to approval under Part 4 of the Act for which the Minister of Infrastructure and Planning is the consent authority.

Although the Master Plan controls and principles do not strictly encompass any activities within the waterway, the Master Plan seeks to provide a context within which future water based activities can be considered by Waterways Authority in an integrated and holistic manner. This will ensure that public participation by the community and other relevant public authorities and agencies is appropriately incorporated into decision making processes for all aspects of the proposed works, and to ensure integrated land and water use planning.
THE SYDNEY FISH MARKET EXPERIENCE

VISION STATEMENT
The commercially viable redevelopment of Sydney Fish Market as Australia's premier seafood centre of excellence merging a vibrant and unique market atmosphere with Sydney's lifestyle, incorporating: working fishing port; wholesale fish market; fresh food retail market; food and beverage outlets; and entertaining and stimulating harbourside experience.

Key Project Outcomes

<table>
<thead>
<tr>
<th>A working maritime icon</th>
<th>A vibrant retail and wholesale seafood and fresh food marketplace</th>
<th>SFM key anchor connected and integrated with Blackwattle Bay precinct</th>
<th>Unique and varied visitor experience</th>
<th>Environmentally friendly, safe and quality commercial operation</th>
</tr>
</thead>
</table>

Delivery Principles

- Maintain working seafood market
- Urban design reflecting maritime/working character
- Maximise opportunity of waterside location
- Maintain strong identity

- Seafood as anchor
- Non-residential
- Longer opening times attracting different users at different times
- Provider of fresh produce to retailers, caterers and consumers
- Freshness and integrity of seafood
- Individual retail character

- Foreshore promenade
- View corridors to water
- Public transport
- Road networks and signage
- External pedestrian and cycle connections
- Strong relationships and connection with Blackwattle Bay precinct

- Affordable and family-friendly
- Internal view corridors
- Open space ‘Fish Market square’
- Water access
- Mix of commercial buzz and consumer activity
- Interaction with the business of selling seafood

- Viable business environment
- Expanded operation
- Pedestrian and cycle friendly
- Clean environment
- Waste management
- Improved access, car parking and internal movements

CREATES THE SYDNEY FISH MARKET ATMOSPHERE AND SENSE OF PLACE

Figure 2 Sydney Fish Market Experience
A3 VISION, OBJECTIVES, SFM SENSE OF PLACE AND OUTCOMES

VISION

The Master Plan vision is:

The commercially viable redevelopment of Sydney Fish Market as Australia’s premiere seafood centre of excellence merging a vibrant and unique market atmosphere with Sydney’s lifestyle incorporating:

- working fishing port;
- wholesale fish market;
- fresh food retail market;
- food and beverage outlets; and
- entertaining and stimulating harbourside experience.

OBJECTIVES

The objective of the Master Plan is to deliver the vision for SFM by providing a planning framework for future development on the site, specifically to:

- Balance economic return with working waterfront, vibrancy and diversity of the harbour foreshore and community service obligations;
- Create a commercially viable development that recognises both SFMPL’s and SHFA’s interests;
- Improves land and water access to maximise visitation;
- Recognises, retains and enhances the distinctive and valued aspects of the existing SFM, including its working harbour character;
- Creates a tenancy mix that satisfies both SHFA’s and SFMPL’s customer needs (broad public appeal and local resident population) ensuring the rights of existing tenants are protected;
- Improves public and customer access to Blackwattle Bay from Glebe, Darling Harbour, Pyrmont Ultimo precinct and Sydney CBD;
Image 1  Maintaining working harbour/ maritime character

Image 2  Commercial selling floor
Develops an expanded and vibrant retail complex maintaining as the dominant feature, a working fish market;
• Provide a new foreshore promenade and boardwalk to increase visitor participation on the waterfront; and
• Facilitate the broader redevelopment of Blackwattle Bay and surrounding environs within SHFA’s legislative boundary.

UNDERSTANDING AND DEFINING SENSE OF PLACE
During the Master Planning process undertaken and managed by SHFA, the sense of place and character of SFM was identified, captured and analysed so the site’s unique feel and qualities were clearly understood and articulated into the Master Plan content and design. In this way, the feel and atmosphere of the existing SFM, so highly valued and loved by Sydneysiders and visitors, can be recognised and maintained in the future management and re-development of the site.

The SFM sense of place experienced by individuals is a culmination of one or more of the following but not limited to:
• relationship between people and SFM setting;
• unique experiences offered at SFM;
• the ‘working’ nature and real activities that occur at SFM;
• the atmosphere within the site and the Blackwattle Bay surrounds; and
• the historical development and use of the site.

In this context, any future development of SFM should be based on:
• an understanding of SFM including its sense of place within the context of Blackwattle Bay;
• community involvement in the planning process; and
• the development of realistic and financially feasible development stages.
Note: This is an artists impression only. The final form of the development will be addressed in the subsequent detailed Development Application stage.
STATEMENT OF SENSE OF PLACE AND CHARACTER

The following statement and elements are to be given due regard during the preparation and application of any redevelopment proposal or management strategy for the site.

"Enjoyed and loved by the people of Sydney and visitors alike, the bustling seafood market of Sydney (SFM) is unique to Australia and possibly the world, making it an important place and contributor to the character of Sydney. Located just outside the CBD, the SFM is a lively working wholesale and retail seafood market, complemented by the harbour setting and the fishing fleet that berth and service the market.

The wholesale and commercial activity on the site engenders a lively atmosphere that is real, unsophisticated and honest. It is a working icon, with an active ‘working’ character and rawness, experienced by the smell and industrial nature of the site. The SFM is a workplace and life to many colourful and hardworking people, with a long history and tradition of catching, auctioning and retailing of seafood products.

Elements of SFM identified during the Community Involvement Programme as being highly valued and creating the unique sense of place are:

- the industrial and rustic nature of the site;
- the produce being direct from the source;
- getting as close to the produce without catching it yourself;
- the honest and unsophisticated nature of the site;
- the genuine and hardworking people who work and have tradition and history with SFM;
- the freshness, variety and integrity of the seafood available;
- the Australian experience and identity (Sydney) of having access to quality seafood at a reasonable price;
- being able to view a wide variety of fresh seafood and understand/be part of the seafood food chain;
- getting close to the product and having confidence about knowing where it has come from;
- understanding, experiencing and interacting with the business of catching, auctioning and selling fish; and

An artists impression of the proposed Master Plan is illustrated (Refer Image 3).
The Master Plan Process is supported by a Community Involvement Program (CIP) to obtain stakeholder input and encourage community endorsement and support.

**Stage 1**
- Government announcement
- Key stakeholder workshops, public information displays and key community contact meetings

**Stage 2**
- Key stakeholder workshops to advise on how issues have been addressed and review design concepts

**Stage 3**
- Public information days at Sydney Fish Market and public comment sought on draft Master Plan

**Stage 4**
- Comment invited on advertised Development Applications

**Stage 5**
- Media announcement at start of construction

**Vision Statement**
- Define Master Plan Parameters
- Research, review and site analysis
- Identification of opportunities and constraints

**Preparation of draft Master Plan including design concepts**

**Finalisation of draft Master Plan**

**Public exhibition of draft Master Plan**

**Final draft Master Plan submitted to the Minister for Planning for adoption**

**Adopted Sydney Fish Market Master Plan**

**Obtain relevant statutory approvals from Minister for Planning via PlanningNSW**

**Possible phased development**

*NB. Revised Nov 2002.*

---

**Figure 3** Master Plan process
A4 MASTER PLAN PROCESS AND COMMUNITY INVOLVEMENT PROGRAMME

The Master Plan concept has followed the review and assessment of numerous options by stakeholders and the community.

The community and stakeholder consultation process involved approximately 55 stakeholder groups that have a key interest in the future development of the SFM site. These were grouped as follows:

- Fishing industry (tenants, buyers, Master Fish Merchant’s Association and Board of the Catches Trust).
- The local community.
- Blackwattle Bay landowners.
- Maritime Industry.
- Employees.
- Government (State and Local).
- Other stakeholders.

The Community Involvement Programme (CIP) has informed the Master Plan vision, objectives and outcomes and assisted in the contextual analysis and identification of site opportunities and constraints by exploring the key elements and drivers of SFM’s sense of place, and gathering valuable information from the general public about potential operations and their consequences. It has also enabled the testing and review of a range of planning and urban design responses to the site.

Developed and tested within the context of the statutory planning framework, the preferred Master Plan concept is considered to provide the most robust solution with regard to the SFM operations and functions, whilst responding to the key issues identified by stakeholders refined through the CIP.

Figure 3 summarises the Master Plan Process from the CIP undertaken in late 2001 / 2002 through to the proposed phasing of the site’s future development.
A5 SUPPORTING STUDIES

The Master Plan has been informed by detailed physical analysis of the site undertaken with the support of specialist consultants engaged to assess issues relating to traffic, environment, heritage, infrastructure and services, retail positioning and acoustics. The supporting studies are:

- **Phase 1 - Community Involvement Programme Findings**, prepared by Sydney Harbour Foreshore Authority.
- **Phase 2 - Community Involvement Programme Findings**, prepared by Sydney Harbour Foreshore Authority.
- **Community Involvement Programme, October 2001**, prepared by Sydney Harbour Foreshore Authority.
- **Sydney Fish Market Master Plan Traffic and Transport Analysis Final Report**, February 2003, prepared by Maunsell Australia Pty Ltd.
- **Environmental Audit, November 2001**, prepared by Gutteridge Haskins & Davey Pty Ltd.
· **Assessment of Ecological and Aboriginal Heritage Issues**, December 2002, prepared by Environmental Resources Management Australia.

· **Arboricultural Assessment**, November 2002, prepared by Garry Clubley Arborist and Landscape Consultant.

· **Mooring Arrangements for the Sydney Fish Market Master Plan**, April 2003, prepared by Howard Bersten (not part of formal Master Plan).

· **Tree Impact Statement - Sydney Fish Market Master Plan**, March 2003, prepared by Garry Clubley Arborist and Landscape Consultant.

· **Sydney Fish Market - Stage 2 Environmental Overview**, May 2003, prepared by Gutteridge Haskins & Davey Pty Ltd.

· **Sydney Fish Market - Stage 2 Infrastructure Services Overview**, May 2003, prepared by Gutteridge Haskins & Davey Pty Ltd.

· **Sydney Fish Market - Stage 2 Noise Report**, June 2003, prepared by Wilkinson Murray Pty Ltd.

· **Sydney Fish Market - Stage 2 Marine Infrastructure**, June 2003, prepared by GHD.

Some of the supporting documents are identified in the Master Plan as containing additional requirements that must be taken into account when determining a Development Application.

A separate document contains all the supporting documents accompanying the Master Plan.
PART B CONTEXTUAL ANALYSIS
Figure 4  Context
B1 CONTEXT

REGIONAL
SFM is a significant Sydney harbour foreshore site located on the northeastern foreshores of Blackwattle Bay, and partly beneath the eastern approaches of the Anzac Bridge, Pyrmont. Located between the areas of Pyrmont, Wentworth Park and Glebe, Blackwattle Bay is a busy maritime precinct with a character unique to Sydney. This character is derived from its buildings, landform, foreshore location, maritime setting and land uses.

LOCAL
Significant residential development of Pyrmont and Glebe in recent years has created a vibrant mix of uses within the network of neighbourhoods. Within this context the redevelopment of Blackwattle Bay is an integral link in the development of the wider Bays Precinct which encompasses White Bay, Rozelle Bay and Johnstons Bay.

SFM has excellent accessibility to the Sydney CBD, being two kilometres from the Sydney GPO, and close to nearby inner city suburbs. It is located within easy walking distance of residential properties as well as to transportation networks, entertainment facilities, industrial premises, shops and offices.

SITE
The SFM site is irregular in shape and has an area of approximately 44,000m². It has an approximate 310m linear harbour frontage and approximate 267m frontage to Bank Street, and slopes in a south westerly direction towards Blackwattle Bay with an average fall of 3.2m. The western part of the site is underlain by fill to an approximate depth of 2.4 metres, which is tidally influenced. The Western Distributor and viaducts to the east provide a physical and visual barrier to the SFM and foreshore areas of Blackwattle Bay from the city.

In addition to its physical locality, SFM occupies an important place in the social and cultural context of Sydney, with an established reputation as Australia's premier seafood market. SFM is held in high
Figure 5  Existing Site

KEY

- - - SITE BOUNDARY
esteem and affection by the local and wider community as a unique, vibrant and varied seafood market experience. During its 37 years of operation, SFM has been recognised for the freshness, variety and integrity of seafood available at a reasonable price. It’s unique sense of place is experienced by the smell, active ‘working’ character and industrial nature of the place, making it a very important place and contributor to the character of Sydney. The mix of wholesale and retail activity complemented by the fishing fleet and foreshore setting engenders a lively atmosphere that is highly valued by the people of Sydney and visitors to SFM.
Figure 6 Existing Urban form and Open Space Network
B2 URBAN FORM

The urban framework for Sydney Fish Market is determined by the sites' position on the Pyrmont peninsula, relationship to Blackwattle Bay and location of the Western Distributor.

The Pyrmont street grid provides the main organisational framework for urban form on the peninsula. The streets provide for local and regional traffic movement, as well as facilitating pedestrian movement.

The high-level flyover and access ramps for the Western Distributor provide good regional road access for SFM. However, the structures for this also disrupt the local street pattern and the continuity of pedestrian connection from the east into the site.

The Wattle Street building edge alignment defines the western edge of the Pyrmont street grid. This alignment is reinforced in the SFM site by the height limit line established in SREP 26. Refer to Figure 7.

The proposed open space network also established through SREP 26, and as shown on Figure 6, indicates the importance of SFM in connecting Wentworth Park to the Blackwattle Bay foreshore along the Pyrmont peninsula.
Figure 7 Planning Framework

KEY

- PUBLIC RECREATION ZONE ON WATERFRONT (SREP 26)
- POTENTIAL TO REINFORCE CORNER SITES (UDP)
- 14 M HEIGHT LIMIT (SREP 26)
- 21 M HEIGHT LIMIT (SREP 26)
- LEISURE & RETAIL NODE (UDP)
- ACTIVITY STRIP (SREP 26)
- HEIGHT LIMIT DIVISION LINE (SREP 26)

NOTE

* SREP 26 Amend No9 PROHIBITS RESIDENTIAL DEVELOPMENT ALONG BANK ST
** SREP 26 PERMITS QUANTUM OF OPEN SPACE TO BE RELOCATED
B3 PLANNING FRAMEWORK

The site is zoned part Residential-Business and part Public Recreation and is identified as a Master Plan site under SREP 26, the principle environmental planning instrument applying to the site.

SREP 26 sets out specific and detailed provisions relating to the preparation and adoption of master plans, including requirements for consultation and public notification.

A Master Plan prepared in accordance with SREP 26 must illustrate and explain, where appropriate, proposals for the following:

- phasing of development;
- distribution of land uses, and in the Residential Business Zone, proposals for satisfying the principles of mixed residential and business use and public recreation use;
- pedestrian, cycle and road access and circulation networks;
- parking provision;
- subdivision pattern;
- infrastructure provision;
- building envelopes and built form controls;
- heritage conservation, implementing the guidelines set out in any applicable conservation policy, and protection of archaeological relics;
- site decontamination;
- provision of public facilities;
- provision of open space, its function and landscaping; and
- any other matters stipulated by the Director-General.

Permissible land uses within the Residential-Business Zone and adjoining Public Recreation Zone under SREP 26 are determined through the zone objectives, which aim to create a mixed use environment that maximises the quality of the waterfront and complements the public domain. Although residential development is not permissible on the site under the current zoning provisions (SREP
Coal Loader in adjacent Waterways Site

Foreshore Boardwalk

Gipps Street view corridor from within site

View from main wharf

Figure 8  Existing Site Character Photographs
26 Amendment No.9), the Residential Business and Public Recreation Zones potentially support a wide range of commercial, retail, light industrial, recreational and community uses.

The UDP provides the detailed planning controls and urban design principles which currently apply to the site within the framework of SREP 26. This Master Plan builds upon the built form and public domain guidelines of the UDP.

SEPP 56 provides guiding principles that apply to all foreshore land on Sydney Harbour including SFM. These principles are to be achieved in the preparation of master plans, and in the assessment and determination of DAs.

Table 1 provides a summary of the key planning parameters that apply to the site under SREP 26, the UDP and the guiding principles of SEPP 56. These key planning parameters are illustrated on Figure 7.

Future development on the site will be further controlled by a range of state planning policies that will need to be taken into consideration at the DA assessment stage. These currently include, but may not be limited to:

- State Environmental Planning Policy No. 11 – Traffic Generating Development (SEPP 11);
- State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55); and
- Draft State Environmental Planning Policy No.66 – Integration of Transport and Land Use (draft SEPP 66). A Draft Transport Management and Accessibility Plan (TMAP) Working Paper for SFM has been prepared by Masson Wilson Twiney and forms part of the contextual analysis for the Master Plan. The planning objectives of SEPP 66 have been addressed in the TMAP.
KEY EXISTING PLANNING PARAMETERS

PARAMETER

Master Plan Adoption - Minister for Infrastructure, Planning and Natural Resources

Consent Authority - Minister for Infrastructure, Planning and Natural Resources

Guiding Principles (SEPP 56) -

- Increasing public access to, and use of, land on the foreshore;
- The fundamental importance of the need for land made available for public access, or use, on the foreshore to be in public ownership wherever possible, particularly land that is within the foreshore area as defined in the Sydney Harbour Foreshore Authority Act 1998;
- If public ownership of foreshore land is not possible, the use of appropriate tenure mechanisms to safeguard public access to, and public use of, that land and to ensure the rights of public authorities to determine the design of, use of, and amenities on, the land over time;
- The retention and enhancement of public access links between existing foreshore open space areas;
- The conservation of significant bushland and other natural features along the foreshore where consistent with conservation principles, and their availability for public use and enjoyment;
- The suitability of the site or part of the site for significant open space that will enhance the open space network existing along the harbour foreshores;
- The protection of significant natural and cultural heritage values, including marine ecological values;
- The protection and improvement of unique visual qualities of the Harbour, its foreshores and tributaries;
- The relationship between use of the water and foreshore activities;
the conservation of items of heritage significance identified in an environmental planning instrument or subject to an order under the Heritage Act 1977;

- the scale and character of any development derived from an analysis of the context of the site;

- the character of any development as viewed from the water and its compatibility and sympathy with the character of the surrounding foreshores;

- the application of ecologically sustainable development principles;

- the maintenance of a working-harbour character and functions by the retention of key waterfront industrial sites or at a minimum, the integration of facilities for maritime activities into development and, wherever possible, the provision of public access through these sites to the foreshore;

- the feasibility and compatibility of uses and, if necessary, appropriate measures to ensure coexistence of different land uses; and

- increasing opportunities for water-based public transport.

**Zoning (SREP 26)**

- Residential-Business

- Public Recreation

**Permissible Uses**

- Residential development is prohibited.

**(SREP 26 Amendment No.9)**

**Residential Business Zone**

- Only uses which the consent authority is satisfied are generally consistent with one or more of the zone objectives are permissible in this zone. The zone objectives are:

  - to promote a wide range of uses, particularly business development including tourism, leisure, commercial, retail and office development consistent with the Precinct's proximity to the Sydney CBD, harbour locations and transport infrastructure, and

  - to accommodate uses which generate employment opportunities and provide facilities and services that enable people to live and work in the same community, and
- to ensure that the total amount of employment-generating development is compatible with the traffic capacity of the Precinct and adjoining areas, and
- to encourage sustainable transport modes for journeys to work and other trips, including walking, cycling and all forms of public transport, and
- to limit advertising to a level compatible with the creation of a high-quality mixed use area.

Public Recreation Zone - Only uses which the consent authority is satisfied are generally consistent with one or more of the zone objectives are permissible in this zone. Clause 48 permits the quantum of open space to be relocated through the Master Plan process. The zone objectives are:

- to establish public recreation areas which serve the needs of the residents and workers within Pyrmont and the adjoining suburbs, and
- to provide public access to all parts of the public domain, especially waterfront areas and escarpments, and
- to provide a variety of public areas and recreational opportunities, and
- to provide for facilities which accommodate or are ancillary to recreation opportunities relating to the use of the public domain, and
- in the Bays Precinct, in addition to the other objectives of this zone - to allow for the continued operation and development of Wentworth Park as a major public open space and recreational facility.

Heritage item (SREP 26) - No

Conservation area (SREP 26) - No
Potential archaeological site (UDP) - Yes

FSR (SREP 26) - 2.5:1

Building Height (SREP 26) - 14-21m (Clause 48A allows the maximum building height to be varied through the Master Plan process)

Urban Design Principles (SREP 26 and UDP)
- the site is identified as a retail and leisure activity node;
- the waterfront area of the site is identified as an activity strip;
- uses such as cafes, outdoor cafes, restaurants, retail shops, small scale business and uses which will encourage pedestrian use must be concentrated at ground level in ‘activity strips’;
- land uses that promote activity and social interaction are to be located along the foreshore, adjacent to public spaces and major pedestrian access routes on the site;
- the existing Gipp Street view corridor is to be maintained;
- the public domain is to be supported with coordinated pedestrian and cycling networks with access to major natural features;
- pedestrian foreshore walks and Foreshore Promenades are to be a minimum of 6m and an average of 10m;
- major pedestrian routes identified include Pyrmont Bridge Road (along the southern boundary of the site), and the proposed foreshore promenade along the western edge of the site, both linking Darling Harbour to Wentworth Park;
- site access along the alignment of Gipps Street, at the south eastern corner and from Miller Street at the north east corner of the SFM are designated as major pedestrian routes;
- Bank Street along the eastern edge of SFM is identified as a local pedestrian route and a commuter cyclist route;
- identified access route for people with disabilities include the proposed SFM promenade, Pyrmont Bridge Road and Bank Street. An area of continuous, unimpeded access is essential;
- a recreational cyclist route is identified along the western side of SFM (proposed foreshore promenade), connecting to the commuter route along Pyrmont Bridge Road;

- Fishmarket Square is identified as part of the public domain network, to be integrated with the foreshore promenade along the western edge of SFM;

- Waterfront Park is identified as part of the public domain network on the Miller Street alignment (on the northern boundary of the site), to be integrated with the foreshore promenade along the western edge of SFM;

- additional height is encouraged at the corner of street blocks to encourage variety in the built form;

- a possible ferry service to SFM is identified; and

- a possible future ramp to the Western Distributor from Wattle Street is identified.

**Car parking (UDP)**

- car parking is to be provided at a maximum rate of 1 space per 150m² GFA for commercial use.

**Section 94 Contributions Plan**

- a foreshore Promenade / Foreshore Boulevard have been identified as public facilities to be provided in accordance with the Ultimo-Pyrmont Section 94 Contributions Plan. The City of Sydney administers this plan.

---

Table 1  Summary of Key Existing Planning Parameters (as of January 2003)
Sharing Sydney Harbour Regional Action Plan (RAP) identifies SFM and Bank Street as a strategic site on the waterfront for which framework plans are to be prepared. At the time of writing a framework plan for SFM and Bank Street has not yet been prepared.

As discussed at Section A2, the Waterways Authority is the approval authority for all ‘water based’ activities, which require assessment and approval under Part 5 of the Act, whereas development on land is assessed under Part 4 of Act and the consent authority is the Minister for Planning. Opportunity exists at the DA stage to integrate the two separate processes under Parts 4 and 5 of the Act between the two authorities. This will ensure integrated land and water use planning.
Figure 9  Existing Land and Water Ownership

KEY

- WATERWAYS AUTHORITY (3.291ha)
- WATERWAYS AUTHORITY (WATERWAY AND SEABED)
- HENDRIKUS JELIS HOLSTER (1424m²)
- N STEPHENSON PTY LTD (2971m²)
- HYMIX AUSTRALIA PTY LTD (7622m²)
- CROWN LAND (3.487ha)
- MINISTER FOR EDUCATION AND TRAINING (3.487ha)
- AUSTRALIAN FISHING INDUSTRIES (5077m²)
B4 LAND USE AND OWNERSHIP

OWNERSHIP

The SFM site is leased from the State Government under a 50 year lease to SFMPL, the shareholders of which include a consortium of merchants and tenants who sell at the market, and the NSW commercial fishers and aquaculturists who supply the market. The Bank Street car park located underneath the Western Distributor ramp forms part of the SFM site. This land is owned by the City of Sydney Council and leased to Sydney Fish Market Pty Ltd (SFMPL).

The site is surrounded by major arterial roads: Pyrmont Bridge Road to the east, Jones Street to the north east and the overhead lanes of the Western Distributor and Bank Street to the north. The access driveway of the adjoining Hymix concrete batching plant adjoins SFM northern boundary, and the foreshore of Blackwattle Bay forms the south western site boundary.
Figure 10 Existing Land Use

KEY

SFM SITE
RESIDENTIAL - BUSINESS
RESIDENTIAL
PUBLIC PURPOSE
BUSINESS
PUBLIC RECREATION
WATERFRONT USE

NOTE:
SREP 26 AMENDMENT NO.9
DOES NOT PERMIT RESIDENTIAL LAND USE ALONG BANK STREET
LAND USE

SFM is surrounded by a wide variety of land uses. The immediate vicinity is characterised by a mix of residential development, commercial, light industrial, heavy industrial, public recreation, and educational facilities, as well as disused waterfront land.

To the east of the site is Wentworth Park, a significant green space and public park for the surrounding residential areas of Glebe, Ultimo and Pyrmont.

Key land uses in the vicinity of SFM are shown on Figure 8 and include:

- Hymix concrete batching plant;
- Working harbour/Maritime uses on the Blackwattle Bay wharves, including the disused coal loader;
- Wentworth Park;
- Major arterial roads including the Western Distributor and Pyrmont Bridge Road;
- Sydney Secondary College Blackwattle Bay Campus; and
- Apartment blocks in Miller Street, Jones Street, Bulwurra Avenue and Wattle Crescent.
Figure 11  Existing Function and Operation

KEY

TRUCK (ALL SIZES)

FORKLIFT

CONVEYOR

HAND BARROW

BY HAND
B5 FUNCTION AND OPERATION

SFM consists of a diverse range of retail and wholesale operations and a large number of tenants.

The various uses of the site include an auction hall, wholesaling, processing and distribution, restaurants, take away food outlets, seafood and ancillary retail. Associated activities include ice manufacturing, refrigeration, office activities and a seafood school. The market benefits from its inner city land/water based location.

SFM is the largest market of its kind in the Southern Hemisphere and the world’s second largest seafood market in terms of variety outside of Japan. It is an authentic fisherman’s market, incorporating a working fishing port, wholesale fish market and fresh food market. The retail market receives approximately 2 million customer visits annually.

Auctions are held from 5.30am every weekday in the Auction Hall, with approximately 600 buyers registered to purchase. Approximately 170 buyers attend the Auction Hall daily, arriving from 4:30am to view produce. Once buyers have purchased the seafood through the Dutch auction system, it is collected from the auction floor and taken to be scanned at the removal gate before delivery to retail outlets and restaurants.

Studies of the operational aspects of SFM have demonstrated the poor functional qualities of the existing site arrangements, particularly relating to a lack of segregation between public/pedestrian circulation and vehicular servicing and loading activities.

Of primary concern are vehicular movements both within and around the site. At present vehicular movements seriously compromise, and are compromised by, the operations of SFM through inefficiency in site layout and conflict between pedestrian/traffic and private/commercial movements (illustrated at Figure 9). Conflict between public movement on site, vehicles and operational use, creates potential issues of public safety.

Although the formal Master Plan does not strictly encompass the wharves, they are integral to SFM operations. Two of the wharves are used by the fishing fleet. The central wharf for loading and unloading with direct access to the selling floor and the more northerly wharf is
used by the fleet for mooring. The southernmost wharf provides marina berths for commercial cruise boats and short term berthing for the visiting general public.

The delivery and removal of produce by trucks of all sizes (as well as by boat), result in significant traffic conflict within the site. Both the car park and loading dock ramp are areas of conflict and congestion where trucks, forklifts and hand barrows used to move the seafood within the site conflict with pedestrian movements.

Currently, due to the open nature of the ‘back of house’ operations, generally all aspects of SFM (including food preparation and processing, waste disposal and loading/unloading) are on full display to the public, which detracts from the overall visitor experience.

A significant opportunity exists to segregate the public/pedestrians from delivery vehicles and forklift operations, as well as some of the more offensive day to day operations such as food processing and waste disposal, whilst preserving the authenticity of a working harbour and its market atmosphere. The segregation of pedestrian circulation, vehicular movements and loading activities will significantly improve public safety on site.
Figure 12 Existing Built Form Character Photographs

Elevated view from Pyrmont

View from Bank Street

View from Wentworth Park and Wattle Street

View along Pyrmont Bridge Road
The existing development on the site exhibits poor urban design in terms of both appearance and function.

The main SFM building is located in the southeast corner and occupies approximately one third of the site. Originally designed as a paper storage warehouse, the 2 storey building contains the auction hall, product processing and storage areas, refrigeration units, crate and bin cleaning facilities, refrigerated waste storage and retail outlets. The upper level contains some offices and other commercial tenants. It has a prominent position at the end of Wattle Street and at the intersection of Pyrmont Bridge Road and Banks Street. On its harbour side is a grassed embankment with a lower level boardwalk immediately adjacent to the water.

SREP 26 allows building heights on Master Plan sites to exceed the maximum building height limit if a better urban design outcome is to be achieved. The opportunity exists to redefine and strengthen the corner of Pyrmont Bridge Road and Bank Street with distinctive character and identity through additional building height and better address to the public domain. A significant opportunity exists to create a gateway at this corner, positively assisting in the ongoing revival of SFM and surrounding locality.

The majority of the remainder of the site is occupied by a car park and associated vehicular circulation space. The car park surface is in poor repair with an inadequate number of spaces and poor circulation layout.

The single storey retail and wholesale buildings located around the perimeter of the car park exhibit little physical or design integration and are of low amenity and aesthetic appearance. The Bells Pure Ice and Claudios Buildings occupy a core area of waterfront land precluding public access to the foreshore and intruding visually within the land/water interface and foreshore setting.

Two fixed wharfs and one pontoon extend from the site into Blackwattle Bay, used by both recreational vessels and commercial fishing boats. Along the southwest boundary of the site partially collapsed seawalls separate the uneven asphalt surfacing from the harbour.

A strong opportunity exists for future development on the site to make a far more significant and positive contribution to its maritime character and foreshore setting.
Figure 13 Public domain and existing site connections
B7 PUBLIC DOMAIN

VIEWS AND VISUAL CHARACTER

The site is a prominent and visually distinctive landmark on the foreshore of Blackwattle Bay. A strong opportunity exists to maintain and enhance existing views and to create new views to and along the waterfront as identified in the UDP, as well as improve the visual appearance and connection of SFM to Blackwattle Bay.

The UDP identifies the Gipps Street axis as an existing significant view that must be retained and enhanced. Analysis of the existing Gipps Street axis reveals that it is only at certain points from the Pyrmont Bridge Road intersection to the ridge that there is a clear vista to the water as the existing buildings located around the car park currently impede views. The view is currently obstructed by signs, garbage areas, the Western Distributor pylons and the buildings around the car park. There is currently no view corridor or visual connection between SFM and the SFM Light Rail stop on Bank Street.

SITE CONNECTIONS AND LINKAGES

There is currently only limited public foreshore access around the perimeter of Blackwattle Bay, with private ownership of a number of key sites precluding the creation of a unified foreshore promenade. Pedestrian accessibility along the foreshore of the site is also currently restricted by the existing buildings located on the waterfront.

Traditionally SFM has been a self contained site, enclosed by the harbour and the adjoining site to the north. There is a distinct lack of coherent design or direct connection to the foreshore, public transport stops or other public spaces in the area such as Wentworth Park. The western edge of SFM along the foreshore is currently zoned Public Recreation. A foreshore promenade is to be established in accordance with the UDP to provide foreshore access to and along the waterfront, linking (in the long term) Darling Harbour to Wentworth Park.
Image 4  Built form fronting Pyrmont Bridge Road

Image 5  Pedestrian entry from Bank Street (and Light Rail Station)
Although there are a number of pedestrian access points to SFM, none provide direct, legible, safe, accessible and continuous pedestrian access to the waterfront. The principle access point from Pyrmont Bridge Road is not a visually prominent entry to SFM, and provides no visual connection to Blackwattle Bay. The area between the buildings scattered across the site is dominated by parking and loading activities, with no formal allowance for safe and convenient pedestrian movement. Pedestrians and public transport patrons are required to walk through the car park to get to the retail area and waterfront.

A strong opportunity exists to provide and enhance pedestrian access to and along the foreshore, and in the long term to consolidate public access along the waterfront of the wider Blackwattle Bay locality as adjoining sites to the north are developed over time. Opportunity also exists for SFM to address an integral missing link in the proposed continuous foreshore promenade around the Pyrmont Peninsula in accordance with the Foreshore Promenade Policy for SHFA Core Land within the Pyrmont Peninsula.

LANDSCAPE AND OPEN SPACE
The site has limited public open space or landscaping and as a consequence fails to capitalise on its harbour side location. The only formal open space area within the site is the grassed embankment and a lower level boardwalk promenade in front of the main building immediately adjacent to the water.

The UDP identifies the partially developed system of waterfront open space within the site as an area to be developed as an active vital market place and tourist destination (ie. Sydney Fish Market Square). Although, not in the location identified in the UDP, significant opportunity exists to create a Square of approximately 1830m². The western edge of SFM is identified as part of a foreshore promenade, linking (in the long term) Darling Harbour to Wentworth Park. Opportunity exists to create a foreshore promenade with sufficient space for outdoor eating, tree planting and pedestrian/cyclist movement connecting to an open space area on the waterfront as a focal point. The foreshore promenade will provide an important linking element between land and water and between those activities
Image 6  Waterfront seating and open space areas on existing boardwalk

Image 7  Existing waterfront at back of buildings
that occur on land and water. Importantly, significant opportunity exists to provide a total quantum of open space that exceeds the quantum proposed in the previous Master Plan for SFM.

**FLORA AND FAUNA**

An assessment of flora and fauna is provided in the supporting Assessment of Ecological and Aboriginal Heritage Issues. This report concludes that the SFM is a highly altered environment with relatively little terrestrial flora. No threatened terrestrial flora species occur on the site.

A number of trees exist on and adjacent to the site including hybrid eucalyptus (Bangalay) trees along the Pyrmont Bridge Road frontage, small and mature Hill’s Weeping Figs located along the eastern edge of the site (these Fig trees have been identified in the Arboricultural Assessment as unsuitable for relocation), Sydney Blue Gums located at the northern edge of the carpark and Canary Island Date Palms located along the western edge of the site adjacent to the boardwalk.

The SFM is unlikely to provide habitat for many native terrestrial fauna species. However, the Fig trees provide potential foraging habitat for the Grey Headed Flying Fox which is listed as vulnerable under the Threatened Species Conservation Act 1995 (TSC Act). The opportunity exists to plant new Fig trees on the site to provide potential foraging habitat for the Grey Headed Flying Fox. The SFM site supports a number of native waterbirds including darters, terns, seagulls and pelicans and the waters of Blackwattle Bay are likely to support marine fish species.
Figure 14 Existing Transport and Access

KEY
- TRAFFIC DIRECTION
- PEDESTRIAN CROSSING
- PEDESTRIAN ACCESS
- VEHICLE ENTRY
- WATER TRAFFIC
- BICYCLE RACKS
- BUS STOPS
- LIGHT RAIL ROUTE
B8 TRANSPORT AND ACCESS

VEHICLE ACCESS AND CIRCULATION
Studies of the operational aspects of SFM have demonstrated the poor functional qualities of the existing site arrangement, particularly with regard to traffic conflict within the site and the current sharing of service loading areas with public parking.

Vehicular access to SFM is at the northern end of the site via a sole access point from Bank Street, which leads to conflicts between pedestrian and heavy vehicle movements. The existing site access intersection is projected to perform unsatisfactorily in the morning peak in 2007 without any change to the current level of site traffic generation. The car park provides no separation between private and commercial vehicles once they enter the site, resulting in conflict between pedestrians, cars and trucks. Semi trailers access the central wharf via the Gipps Street view corridor which conflicts with pedestrian movements.

A loading dock containing 19 docks adjoins the selling floor of the auction hall, with 6 additional loading bays located near the retail arcade. There are also several loading areas located around the site at the various tenants premises. Truck loading activities tend to overflow into the general car park area so that forklifts and other freight handling activities create conflict with pedestrian, truck and private car movements. The conflict between truck and pedestrian movement is exacerbated by the proximity of the retail entrance to loading docks.

In addition, patrons are required to cross the service road along the western edge of the buildings adjoining the waterfront in order to access the outdoor dining area on the foreshore.

CAR PARKING
A summary of the existing level of parking and the justification for the proposed level of parking is provided in the supporting TMAP and Traffic and Transport Analysis Report.
### SUMMARY OF PEAK TRIP, TRAFFIC GENERATION AND PARKING ACCUMULATIONS, WEEKDAY AND WEEKEND

#### Vehicle Trip Generation

<table>
<thead>
<tr>
<th>Generation</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>AM peak</td>
<td>137</td>
<td>128</td>
</tr>
<tr>
<td>(8.00-9.00)</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>PM peak</td>
<td>39</td>
<td>96</td>
</tr>
<tr>
<td>(5.00-6.00)</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Site Peak</td>
<td>253</td>
<td>337</td>
</tr>
<tr>
<td>Parking Accumulation</td>
<td>457</td>
<td>490</td>
</tr>
</tbody>
</table>

#### Table 2  Summary of Traffic Generation and Parking Accumulations
Due to the perishable nature of seafood and the large regional catchment of the SFM there is a high level of patronage by customers arriving by car. On-site parking is provided in two main areas, a large area in the middle of the site and an area along the eastern edge of the site underneath the existing Western Distributor upload ramp.

There is limited free on-street parking in the area, with the largest amount located on Wentworth Park Road to the south west. However, as short stay parking is cheaper on the surrounding streets than it is on-site there is a direct incentive for visitors to the SFM to park off-site.

Surveys of the existing carpark have been undertaken by Masson Wilson Twiney Traffic and Transport Consultants to ascertain the current peak parking accumulation for the site. The results of the surveys are summarised in Table 2.

The surveys reveal that approximately 490 cars are accommodated on site and a further 140 cars are accommodated in the surrounding streets during the weekend peak hour. The 429 marked spaces and approximately further 40 informal spaces within the existing car park are inadequate to cater for current peak demands, particularly on Fridays and on the weekend. On site parking at peak times currently occurs in undesirable locations including footways, aisles, loading bays, landscaping and in the forty informal stack parking. There are also a number of vehicles circulating the site seeking parking spaces during these periods.

It is noted that variations in demand result from auctions on Mondays and Fridays, which generally are more popular. Friday is also regarded as the popular weekday for the general public. Saturdays and Sundays are dominated by retail activity, as the Auction Hall does not operate on the weekend, however produce is received on Sunday afternoon and night for Monday’s auction. Good weather conditions increase the number of visitors to the SFM. There are very large peaks in site usage that are related to holiday periods such as Christmas. During these peak times measures are implemented to alleviate traffic congestion such as additional traffic management on and around the site and additional parking provided though the use of the adjoining Hymix site during that time. However, even with these
Image 8  Banks Street entry from light rail station

Image 9  Pyrmont Bridge Road entry

Image 10  Wattle Street (corner Pyrmont Bridge Road) entry
measures in place the queues of vehicles attempting to access to site result in disruption to traffic flow on the ANZAC Bridge and Western Distributor.

In addition the existing site access intersection is projected to perform unsatisfactorily in the morning peak in 2007 with no change to the current level of site traffic generation.

A strong opportunity exists to separate commercial, private vehicles and pedestrians on the site. A significant opportunity also exists to provide a more appropriate number of car parking spaces on site to cater for the projected future parking demand thereby relieving parking pressures within the surrounding road network.

PUBLIC TRANSPORT
The site is well located with access to public transport, being within close proximity to both light rail and bus services. The Metro Light Rail (MLR) alignment runs close to the site with two stops within an easy walking distance: Fish Market and Wentworth Park. The Fish Market stop is approximately 100 metres from the Bank Street entrance to SFM, with a pedestrian crossing at the existing traffic signal. Both provide a direct connection to Central Station and the City Rail network. The bus stop on Pyrmont Bridge Road provides a connection from the site to Railway Square. Other bus services in the Pyrmont area provide good connections to the CBD and the Victoria Road bus corridor to Ryde.

Monorail services are peripheral to the site with the closest stop located at Harbourside shopping centre at Darling Harbour, approximately 560 metres walk from SFM. Heavy rail services are too remote from the site to provide a realistic travel opportunity.

The closest actively used ferry is in Pyrmont Bay, approximately 715 metres walk from SFM. The UDP identifies SFM as a possible future ferry stop. SFM has a publicly accessible wharf for people who want to visit the site by water taxi. A taxi rank for 2 motor vehicles is provided within the site.

There is good public transport coverage during the business hours of the sites' peak trading days. However there is a lower level of public transport access available in the early hours (ie when the auctions on site commence at 5:30 am).
PEDESTRIAN ACCESS
SREP 26 planning principles stipulate that coordinated pedestrian and cycling networks are to be provided throughout the Ultimo Pyrmont Precinct linking to the city centre and adjoining suburbs as well as to major water features such as foreshores and escarpments.

Although SFM is located within a 10-15 minute walk from the Sydney CBD, studies reveal that only a small number of patrons arrive from the city on foot. The majority of pedestrian movements are generated from the local Pyrmont area where the high quality of the pedestrian environment of Pyrmont encourages walking as a mode of transport.

The site is currently used by some pedestrians as a short cut between Glebe and Pyrmont. However, in general the conditions immediately surrounding SFM are not conducive for walking given that the environment to both the south and east of the site is dominated by motor vehicles and that pedestrian entries to the site at Pyrmont Bridge Road and Bank Street are not well defined. Current lighting along Bank Street is unsatisfactory and leads to an area of poor pedestrian amenity. Opportunities exist to improve safety and security for pedestrians. By providing a well lit and clearly defined public domain improved public safety and informal surveillance can be achieved.

At the south east corner of the site there is a mismatch in the alignment of the signal controlled pedestrian crossing of the westbound on-ramp to the Western distributor and the site. This is a key problem in the immediate pedestrian network.

Significant opportunity exists to provide more legible pedestrian access from Bank Street and Pyrmont Bridge Road and to provide direct pedestrian access to the foreshore promenade.

CYCLE ACCESS
The UDP identifies a commuter and recreational cycleway network for the area, including an integrated pedestrian and recreational cycle route proposed to extend around the foreshore of Blackwattle Bay from Darling Harbour to Wentworth Park.
Pyrmont Bridge Road and Bank Street are major commuter cycle routes to access the city from the inner western suburbs, and could provide bicycle access to SFM. However, the roads around SFM are not ‘bicycle friendly’ for recreational cyclists, and designated cycle paths are not provided within or around the site. The corner of Bank Street and Pyrmont Bridge Road intersection, and access across Bank Street is difficult for cyclists to manage.

The site has limited formal bicycle racks adjacent to Bank Street. Being too remote from public areas for cyclists to feel secure that their bicycle will be safe, these are rarely used.

The UDP stipulates the incorporation of trip-end facilities for bicycles including secure bicycle parking, showers and lockers in commercial buildings. Incorporation of such facilities will help to overcome some of the current constraints on bicycles usage.

WATER TRAFFIC

The southern wharf provides berthing for commercial cruise boats. This wharf is publicly accessible with berthing available for visitors arriving by boat and water taxi. There are approximately twenty (20) berths on the wharf, some of which are permanently occupied. During peak periods limited mooring space restricts the number of vessels able to moor.

The fishing fleet is an integral part of the authenticity of SFM. The fleet uses the central wharf for unloading and loading with direct access to the selling floor. There are approximately six (6) berths on this wharf. The most northerly wharf is used for permanent berthing for the fishing fleet. There are approximately twenty-one (21) berths on this wharf. The fishing fleet currently operating from the SFM site consists of seven (7) vessels which operate in Sydney Harbour and fourteen (14) larger vessels which operate along the coast of NSW. At any one time there are between two - four (2-4) vessels moored at SFM. Several times during the year up to twenty (20) vessels moor at SFM at any one time. Currently other fishing vessels moor elsewhere in Sydney Harbour. These vessels would relocate to SFM if berths were made available. The fishing fleet also uses the site to maintain vessel and fishing equipment. Continued fishing fleet access will continue to enhance the overall experience of SFM as a working waterfront.
Figure 15  Historic Site maps
B9 ARCHAEOLOGY, ABORIGINAL AND EUROPEAN HERITAGE

A significant portion of the site comprises reclaimed swamp land of Blackwattle Bay. Analysis of the historical evolution of the Pyrmont precinct has identified five principal periods of change and development.

- The first phase, 1806-1853 was when the area was essentially swampy foreshore land and cove.

- The second phase, 1856-1880, saw the foreshore land reclaimed. The cove is shown as reclaimable land in an 1856 map. Reclamation of the cove occurred in the late 1800’s and is demonstrated by the presence of a sandstone block sea wall retaining mostly crushed sandstone and igneous gravel fill with occasional clay layers.

- During the period 1880-1903, a number of industries were established on the newly formed land.

- Between 1903 and 1966 the site continued to be used for industrial purposes with oil storage being the dominant use of the site.

- In 1964 a central marketing authority was established by the NSW fishing industry. In 1966, SFM was acquired by this authority as a permanent site for the fish market. Some buildings of the former oil depot were reused, which have subsequently been demolished. During the 1980s the area south of Gipps Street was developed again for a new market and quay side shops.

There are no current heritage listings for any structure, feature or relic within the site. The somewhat degraded sandstone seawall along a small portion of the foreshore provides the interface between the reclaimed land and the edge of the bay. It is the only visible feature that warrants partial retention as evidence of the previous uses of the site.
ARCHAEOLOGY AND ABORIGINAL HERITAGE

The site is identified in the UDP as a potential archaeological site. The most likely form of archaeological deposit would be shell midden comprising mature species dominated by oyster and cockle with possible small chips of flaked stone. The shell would be embedded within a rich topsoil on a relatively flat area of ground or rock platform. Detection of midden deposit indicate areas where Aboriginal people camped regularly. However, given the history of disturbance and development on the site, it is unlikely that any aboriginal relics or possible midden deposit will exist.
Figure 16 Existing Infrastructure and Services

KEY
- Sewer
- Water
- Stormwater
- Telstra
- Gas
- Electricity
B10 INFRASTRUCTURE AND SERVICES

All existing services are generally located within the adjoining road network of Bank Street, Jones Street and Pyrmont Bridge Road. There are however a number of stormwater drainage pipes which traverse the site carrying stormwater runoff from Bank Street and the overhead Anzac Bridge approaches to Blackwattle Bay.

The capacity and location of existing on site services is generally inadequate, and will need to be replaced, upgraded and/or augmented to meet the size, layout and requirements of the Master Plan and any future development. The following infrastructure will need to be augmented:

STORMWATER AND DRAINAGE

All known stormwater pipes at the site discharge into Blackwattle Bay. A new internal stormwater drainage system will be required to accommodate the proposed SFM redevelopment for surface road, car parking and roof runoff collection. Gross pollutant traps will need to be constructed upstream of any discharge point to prevent sediment being discharged into Blackwattle Bay. Provision is to be made for overland stormwater flows through the site to the Bay from the intersection of Bank and Miller Streets.

SEWERAGE

A new sewer system to service the new buildings must be provided to connect to the Bank Street sewer carrier via a new sewer pumping station. Some development adjoining the Bank Street frontage may be able to connect directly to the carrier but will require negotiations with the Sydney Water Corporation. A wash down facility and a central grease trap for new buildings need to be provided.

ELECTRICITY

There are two substations located within the site. There are three other substations located along Bank Street. The existing on site substations are currently at capacity and may need to be replaced by a new electricity substation connected to the substations in Bank Street.
TELECOMMUNICATIONS
Telecommunications networks exist in Bank Street, Jones Street and Pyrmont Bridge Road. This network is primarily owned by Telstra and currently services SFM. Optus telecommunications infrastructure is located in the east side of Bank Street and Miller Street. Generally there are no servicing constraints on any proposed redevelopment of SFM. All new buildings are to be connected to the existing communication cables in the surrounding streets.

WATER SUPPLY
The main water supply system is located in Bank Street, Jones Street and Pyrmont Bridge Road. The network has ample capacity to service the redevelopment of SFM. Water supply and fire fighting service lines also extend along the wharf to service the fishing fleet, however, details of their location and alignment are not currently known. The supply capacity of these water supply lines appear to be adequate for current operational needs.

GAS
SFM is supplied by a secondary gas main located within the site adjacent to the SFM Building. The secondary main should have sufficient capacity to service the redevelopment of the site.

A site plan showing existing services on site and linkages with those in area is provided in Figure 16.

MARINE AND SEAWALL INFRASTRUCTURE
The seawalls are in a poor state of repair, except for the rock revetment beneath the SFM boardwalk.

The walls around the SFM carpark are in a poor state of repair and appear to be affected by storm wave overtopping. The height of these walls needs to be assessed in terms of storm surge levels, flood levels and wave heights. Very little of the existing SFM carpark seawall is reusable and there are likely to be cost advantages in constructing any new vertical wall, seaward of the existing alignment.

The boardwalk is a relatively recent construction and is generally in sound condition. With regular maintenance the structure should have a service life of up to 30 years.
B11 ENVIRONMENTAL ISSUES

A review of the environmental issues relevant to the current operations and management of the site is provided in the supporting Environmental Audit.

The key environmental site issues are:

ODOUR
- The main air emission problem at the site is odour. Activities in the car park such as processing and transport of fish, hosing out retail premises and trucks, and oil spills result in pools of wastewater which accumulate in depressions in the uneven surface of the car park. As the water evaporates fish waste gets baked in the asphalt. This results in offensive odour, and the untreated stormwater runoff is directed into Blackwattle Bay by the slope of the site. This has the potential to contaminate the Bay.
- Odour associated with offal and putrescible waste is controlled by refrigeration of the waste until it is removed from the site.
- Lack of separation of waste storage areas from customer areas.

STORMWATER AND SEWAGE
- Stormwater drainage is not treated to remove oil, grease or solid waste prior to discharging into the Bay. This has the potential to contaminate the Bay.
- Tenants in the car park area are discharging untreated water to the sewer and others are not using and/or cleaning gross pollutant traps on their premises. This results in on site flooding of retail premises and causes problems with sewer lines on site.
- Existence of blocked and/or ineffective sewer drains.

CONTAMINATION
- Dumping of waste oil in drums and buckets on the shore of Blackwattle Bay from boats.
- Likelihood of soil contamination from underground storage tanks.
- Activities in and around the carpark such as processing and transport of fish products, hosing out of retail premises and trucks, and oil spills all have the potential to contaminate stormwater runoff entering Blackwattle Bay.

- The uneven surface of the carpark allows potentially contaminated runoff to pool in depressions, leading to odour problems and discharge of runoff to Blackwattle Bay.

**NOISE**

The surrounding land use activities generate high levels of noise. Key noise sources are:

- The adjacent concrete batching plant near the northern boundary (day and night time).

- Road traffic using the Anzac Bridge and Bank Street (day and night time).

Noise associated with SFM operation audible at night time at residential locations includes:

- Trucks entering and exiting SFM: audible at residences in Jones Street.

- Mechanical plant noise: just audible at residences in Jones Street.

- Trawlers approaching SFM: just audible at residential locations in Ferry Road.

- The maximum noise level generated from the SFM ranges from 57dBA to 77dBA at 4:30am. Some trucks entering and exiting the SFM at night time exceed the sleep disturbance criterion of 64dBA.
Figure 17 Site Opportunities

KEY
- OPPORTUNITY
B12 OPPORTUNITIES AND CONSTRAINTS

OPPORTUNITIES

The contextual analysis has identified a number of strengths and opportunities inherent in SFM’s foreshore location and maritime setting. In addition it has demonstrated that there are a number of existing operational, built form and urban design issues that present as fundamental opportunities for significant improvement to the site and its relationship to and integration with the surrounding locality.

These identified strengths provide the opportunity to:

- Utilise the site more effectively within the UDP provisions.
- Plan the site for an efficient and economic future for SFM.
- Increase pedestrian/cyclist access to the foreshore by providing clear and legible through site connections.
- Increase visitor participation to the foreshore through creation of a waterfront promenade and waterfront open space area as a focal point, with sufficient space for outdoor eating, tree planting and pedestrian movement.
- Provide greater open space for the surrounding communities and SFM users through a coherent and enticing network of open spaces.
- Increase retail/commercial opportunity by providing new retail spaces connected to the waterfront and providing a dynamic land use mix.
- Improve efficiency of existing retail and wholesale operators through better design.
- Improve operational functions by segregating the public/pedestrians from delivery vehicles and some of the more offensive day to day operations.
- Preserve the authenticity of a working harbour and the sites market atmosphere by expressing the character of the marine environment in its built form and capitalising on its harbourside location and lively character.
- Improve traffic movements by segregating commercial, private vehicles and pedestrians within the site and providing an appropriate number of car parking spaces to relieve parking pressures on the surrounding road network.

- Improve vehicle access to the site and improve local traffic congestion through better traffic planning.

- Create additional parking, servicing, unloading and water vessel berthing opportunities to improve site operations.

- Improve land and water access to the site.

- Improve access and relationship to public transport.

- Enhance visual connection and pedestrian access to SFM Light Rail Station.

- Integrate the site with the adjoining locality by improving connections for pedestrians.

- Retain and define existing and new views to and along the waterfront through openings between building forms and pedestrian pathways.

- Implement ESD principles during demolition, construction and operation including stormwater management; water quality; noise management; odour emission; contamination; management during demolition, removal and construction phases; waste management and waste minimisation.

- Improve environmental systems by upgrading infrastructure to rectify the existing environmental problems.
EXISTING BUILDINGS AND OPERATIONS PREVENT PUBLIC ACCESS TO WATERFRONT

EXISTING BUILDINGS REQUIRE DEMOLITION OR RECONFIGURATION

FREEWAY A PHYSICAL AND VISUAL BARRIER

SURROUNDING ROAD NETWORK LIMITS ACCESS INTO THE SITE

OPPORTUNITY TO SEGREGATE VISITOR AND COMMERCIAL VEHICLE OPERATION

Figure 18 Site Constraints

KEY
 CONSTRAINT
CONSTR A I N T S
The contextual analysis has also identified a number of key and significant constraints to the future development of the site. These are:

- Inadequate provisions of car parking for both private and service vehicles.
- Existing civil structures (columns of Western Distributor) limit site access and visual connection to Blackwattle Bay.
- Limited vehicular access reduces redevelopment possibilities.
- Possible disruption of operational activity during redevelopment.
- Conflict between public movement on site and operational use, creating potential issues of public safety.
- Private ownership of adjoining sites currently restricts public access along the foreshore north of SFM.
- In addition, there are statutory and regulatory requirements such as height, FSR limitations and foreshore access requirements.
PART C  THE MASTER PLAN
Figure 19
C1 THE MASTER PLAN

The SFM Master Plan is based on a series of planning and urban design principles derived from public consultation and detailed contextual analysis of the site and its wider area. The Master Plan establishes height, form and urban design principles for future development; identifies the different land uses proposed; and requirements for the provision of public open space; and sets out the manner in which the site will function, including pedestrian and vehicular access and circulation and other key operational characteristics.

The Master Plan includes provisions and controls which are considered necessary to fulfill the planning objectives for the SFM and to maintain and enhance its sense of place.

The key principles of the Master Plan are:

- Redefine the site’s public address and entry points with new pedestrian connections to public transport and neighboring areas.
- Provide a new public foreshore promenade along the length of the site, connecting to Fish Market Square and the site’s public entries at Pyrmont Bridge Road and Bank Street.
- Provide legible public open space.
- Provide new retail spaces and arcades connected to Sydney Fish Market Square.
- Provide new public car parking facilities with an appropriate number of parking spaces.
- Improve and separate loading facilities and parking for service and commercial/private vehicles.
- Enhance the streetscape along Pyrmont Bridge Road and Bank Street and public interface to the adjoining Coal Loader.
- Rectify environmental site issues.
- Maintain and enhance view corridors to and within the site.
- Maintain a working harbour character and market atmosphere.
- Increase efficiency and duration of operations.
- Ensure user safety and security.
- Address the land and water interface.
Figure 20 Land and Water Use

KEY

- RETAIL
- COMMERCIAL
- WHOLESALE, SELLING FLOOR, RETAIL
- DELIVERY & CIRCULATION
- CAR PARKING
- PEDESTRIAN

Vehicle parking & movement located at rear of site to avoid conflict with retail & pedestrian use.

Wholesale selling areas located behind retail areas for service vehicles ease of access.

Retail uses fronting promenade to activate the water edge.

Possible refuelling location.

Non-motorised vessel access pontoon.

Commercial uses to address intersection & act as site gateway.

Fishing fleet.

Short term public vessel berthing.

Possible refuelling location.
C2 LAND AND WATER USE

LAND USE

PRINCIPLES
A key site planning principle is to retain the authenticity of SFM environment/working harbour character and the mix of activities and functions that make SFM special. The SFM Master Plan identifies a number of land uses for the site designed to achieve/promote:

- The objectives and provisions of current planning instruments including SEPP 56, SREP 26 and the UDP as stated at Section B1.
- A mix of appropriate and commercially viable land uses ensuring the rights of existing tenants are protected.
- Sharing Sydney Harbour where possible by all users with precedence given to working harbour / market operations.
- Flexibility to meet both current and future market opportunities.
- Greater foreshore access and pedestrian connection to surrounding areas.
- Increased amenity for pedestrians and other users.
- Increased efficiency of operations.
- Activate ground level uses within and around the site.

CONTROLS
- The authenticity of SFM as a working market and retail destination are to be preserved by maintaining its working site, market orientated, seafood focus and its dual role of retailer and wholesaler.
- Important features of the existing SFM operations are to be retained including the auction hall, Fish Market tours and Sydney Seafood School.
- Uses with all existing leases on the site are to be maintained including wholesales and retail fishmonger.
- Desired future land uses include retail, restaurants, cafes, wholesale, food processing and associated industries, and distribution, educational, commercial uses and open space.
Residential development is prohibited under SREP 26 (Amendment No.9).

Preferred locations for land uses are identified on Figure 20.

Alternate land uses are possible (within the framework of SREP 26) provided that it can be demonstrated that the other provisions of the Master Plan are met and that the use, mix and distribution will assist in achieving the Master Plan vision and sense of place.

Waterfront open space (Sydney Fish Market Square) and a foreshore promenade are to be provided in accordance with SREP 26 to provide varied experiences, contribute to the regional open space network and strengthen pedestrian networks.

A retail activity strip is to be created along the waterfront edge in the ground floors of buildings fronting the waterfront promenade.

Commercial uses are to be focused towards the corner of Pyrmont Bridge Road and Jones Street to reinforce this corner as a marker to the site and a gateway to Pyrmont from the west.

A variety of indoor and outdoor dining experiences are to be provided that contribute to the activity and atmosphere of a market.

Temporary uses associated with markets are encouraged as they contribute to the vitality, attractiveness and liveliness of the SFM.

The relationship between use of the water and foreshore activities is to be addressed at DA stage to ensure integrated land and water use planning.

WATER USE (NOT PART OF FORMAL MASTER PLAN)

Activities within the waterway, including access to the waterway, structures spanning water, and any works to wharves and pontoons require an approval under Part 5 of the Act. Waterways is the approval authority for all 'water based' activities.

Reintroduction of a ferry terminal connecting the SFM with Circular Quay is to be considered as part of future development. The impact of this on the operation of the fishing fleet may require additional berthing facilities to be provided at the end of the wharf.
Image 15  Working waterfront uses at Sydney Fish Market

Image 16  Wholesale selling floor
C3 FUNCTION AND OPERATION

The Master Plan improves the operations of SFM through a more efficient site layout that defines retail, commercial and wholesale uses and separates pedestrian/traffic and private/commercial movements. The Master Plan encourages integration where possible to improve efficiency of operations and to contribute to the atmosphere of the SFM.

PRINCIPLES

In order to improve the functional and operational aspects of SFM, the Master Plan has adopted the following principles:

- Increase the efficiency of material handling on site.
- Balance improved on-site functions and operations whilst retaining the distinctive and unique visitor experience provided through direct involvement in a wholesale market place and working fish market environment.
- Areas for net drying and mending, storage of fishing fleet equipment and light maintenance works to be catered for without disrupting pedestrian flow in green space.
- Reduce the impact of vehicles on public spaces by separating where possible operational and public/pedestrian circulation, giving market operations precedence where there is a conflict.
- Hours of operation are to be revisited to optimise use of the site, in particular retail operations.

CONTROLS

- The site layout is to ensure appropriate segregation of pedestrian/cyclist circulation, private vehicles and loading functions.
- The layout is to ensure direct and efficient unloading of vessels to the selling floor.
- Areas of public access are to be well defined; minimise conflict between working vehicle/operation areas and public use areas.
- Waste management areas are to be consolidated and are to include recycling and an offal processing unit separated from public/pedestrian circulation spaces.
Figure 21 Transport Movement and Access

KEY
- **Main pedestrian and recreational cyclist thoroughfare, disabled pedestrian access**
- **Pedestrian & cyclist access point**
- **Commercial parking / circulation**
- **Coach & taxi zone**
- **Commuter cyclist route**
- **Bicycle parking point**
- **Light rail station**
- **Vehicle servicing & delivery**
- **Bus stop**

NON MOTORISED VESSEL ACCESS PONTON

FISHING FLEET

POTENTIAL FERRY STOP

SHORT TERM PUBLIC VESSEL BERTHING

SHORT TERM PUBLIC VESSEL BERTHING

FISHING FLEET

POTENTIAL FERRY STOP
C4 TRANSPORT, MOVEMENT AND ACCESS

The overall efficiency of the site’s movement networks will be greatly improved by the Master Plan. The Master Plan provides two access points and improves access to and movement within the site by separating service loading areas, public parking and pedestrian circulation. Connections to public transport are improved and integrated pedestrian/cyclist routes provided that will connect to the broader context of Blackwattle Bay.

The Master Plan provides for 993 vehicles to be parked on site. Although, in excess of the spaces permitted by the UDP for general business use, the proposed parking provision is based on surveys of existing parking demands and estimates of future parking demands (see Table 3) and is fully justified in the supporting TMAP and Traffic and Transport Analysis Report. The estimates of the traffic generation for the site are based on:

- proposed floor space;
- stringent parking provision for the proposed commercial space in accordance with the UDP provisions;
- progressive scale of parking charges to discourage long term parking on the site;
- reduced off site parking;
- existing peak retail parking rate reduced by 10%;
- improved access to public transport; and
- improvements to bicycle and pedestrian networks and facilities.

The peak parking demand will continue to occur on the weekends and the parking supply proposed by the Master Plan of 993 spaces would accommodate 90% of this demand. The 993 spaces provided are made up of 874 office/retail spaces and 119 service vehicle spaces not used during the weekends. During the peak time of extraordinary events such as Christmas and control of on-site parking, as well as additional supply of on-site parking will alleviate traffic congestion and relieve parking pressures within the surrounding road network.
### SUMMARY OF PROJECTED PARKING DEMAND

#### Weekday peak parking demand

<table>
<thead>
<tr>
<th>Existing</th>
<th>Future</th>
<th>Future Car Park</th>
<th>Future At-Grade Servicing Area</th>
<th>Future Combined</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auction</td>
<td>53</td>
<td>Auction</td>
<td>-</td>
<td>53</td>
</tr>
<tr>
<td>SFM Offices</td>
<td>25</td>
<td>SFM Offices</td>
<td>25</td>
<td>25</td>
</tr>
<tr>
<td>Offices</td>
<td>47</td>
<td>Offices*</td>
<td>88</td>
<td>88</td>
</tr>
<tr>
<td>Retail</td>
<td>325</td>
<td>Retail*</td>
<td>620</td>
<td>620</td>
</tr>
<tr>
<td>TOTAL</td>
<td>450</td>
<td>733</td>
<td>53</td>
<td>786</td>
</tr>
</tbody>
</table>

(+ 56 off site)

#### Weekend peak on site parking demand

<table>
<thead>
<tr>
<th>Existing</th>
<th>Future</th>
<th>Future Car Park and At-Grade Servicing Area</th>
<th>Future Docks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auction</td>
<td>13</td>
<td>Auction</td>
<td>13</td>
</tr>
<tr>
<td>SFM Offices</td>
<td>10</td>
<td>SFM Offices</td>
<td>-</td>
</tr>
<tr>
<td>Offices</td>
<td>-</td>
<td>Offices*</td>
<td>-</td>
</tr>
<tr>
<td>Retail</td>
<td>467</td>
<td>Retail*</td>
<td>983</td>
</tr>
<tr>
<td>TOTAL</td>
<td>490</td>
<td>993</td>
<td>13</td>
</tr>
</tbody>
</table>

(+ 140 off site)

* Retail rate is reduced by 10%
* Commercial rate is 1 space per 150m² as per the UDP

Table 3  Projected parking demand and required provision for the redevelopment of the SFM.
Given the special characteristics of the SFM, the 993 car parking spaces provided in the Master Plan is appropriate to cater for existing and estimated future demand, thereby relieving parking pressures within the surrounding road network.

Peak weekday auction parking demand of approximately 180 spaces is accommodated in the total parking provision of 993 spaces plus 53 dedicated dock/service spaces (see Table 4).

PRINCIPLES
To improve access to and movement within the site the Master Plan has adopted the following principles.

· Improve the ease of access and parking to the site by separating commercial and private vehicles movements.

· Provide an appropriate number of car parking spaces thereby relieving parking pressures within the surrounding road network.

· Improve connections to public transport as an element pivotal to the site's successful redevelopment.

· Improve amenity for pedestrians as an essential element to improve the general ambience of SFM and achieve a memorable place.

· Provide safe and convenient pedestrian and cycle access to and within the site to foster walking and cycling for local trips as a means of encouraging community interactions, health and reduced car dependency and contributing to the vitality of the site as a whole.

VEHICLE ACCESS AND CIRCULATION CONTROLS

· Vehicular access to the site and on site car parking is to be in accordance with the TMAP.

· The existing vehicular entry point on Bank Street is to be relocated generally in accordance with Figure 20 to improve ingress and egress to the site for pedestrians and vehicles.
### Table 4
Summary of allocation of parking locations to site user groups by time period

<table>
<thead>
<tr>
<th>Location</th>
<th>Capacity</th>
<th>Allocation Weekday auction period</th>
<th>Allocation Weekday site peak</th>
<th>Allocation Weekend site peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sth Car Park</td>
<td>146</td>
<td>SFMOffices/Offices/Retail</td>
<td>SFMOffices/Offices/Retail</td>
<td>SFMOffices/Offices/Retail</td>
</tr>
<tr>
<td>Deck/Nth</td>
<td>496</td>
<td>SFMOffices/Offices/Retail/</td>
<td>SFMOffices/Offices/Retail</td>
<td>SFMOffices/Offices/Retail</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Auction-related/servicing/overflow[LCVs]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Basement</td>
<td>232</td>
<td>SFMOffices/Offices/Retail</td>
<td>SFMOffices/Offices/Retail</td>
<td>SFMOffices/Offices/Retail</td>
</tr>
<tr>
<td>Service</td>
<td>119</td>
<td>Auction-related/servicing</td>
<td>Auction-related/servicing</td>
<td>Auction-related/servicing</td>
</tr>
<tr>
<td>(LCV Bank St:</td>
<td>41</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SRV Nth:</td>
<td>43</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MRV Nth:</td>
<td>35</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coach</td>
<td>3</td>
<td>Coach</td>
<td>Coach</td>
<td>Coach</td>
</tr>
<tr>
<td>Coach</td>
<td>3</td>
<td>Auction-related/servicing</td>
<td>Auction-related/servicing</td>
<td>Auction-related/servicing</td>
</tr>
<tr>
<td>AV Dock</td>
<td>5</td>
<td>Auction-related/servicing</td>
<td>Auction-related/servicing</td>
<td>Auction-related/servicing</td>
</tr>
<tr>
<td>HRV Dock</td>
<td>12</td>
<td>Auction-related/servicing</td>
<td>Auction-related/servicing</td>
<td>Auction-related/servicing</td>
</tr>
<tr>
<td>MRV Dock</td>
<td>25</td>
<td>Auction-related/servicing</td>
<td>Auction-related/servicing</td>
<td>Auction-related/servicing</td>
</tr>
<tr>
<td>LCV Dock</td>
<td>11</td>
<td>Auction-related/servicing</td>
<td>Auction-related/servicing</td>
<td>Auction-related/servicing</td>
</tr>
</tbody>
</table>
· The vehicle access point from Pyrmont Bridge Road is to be left-in and left-out only.

· Pedestrian and vehicle movements within the site are to be largely separated in accordance with Figure 21.

· Private and commercial vehicle movements within the site are to be separated as shown on Figure 21.

· Shared pedestrian/vehicle and pedestrian/cycle zones are to provided in accordance with Figure 21.

· The vehicular circulation system is to generally limit vehicular access through the site to the waterfront to ensure that the waters edge remains predominately a pedestrian zone. Access is however, to be maintained for all fish market operations in particular, delivery of fish to the selling floor from the fishing fleet. The fishing fleet will be serviced by vehicles at the northern wharf with access through the Bank Street corridor.

· Access to car parking and loading areas is to be located to the rear of buildings away from the main pedestrian thoroughfares.

· Emergency vehicles are to be issued with the means to circumvent any possible access controls such as gates, fences and bollards to enable 24 hour access.

**CAR PARKING**

**CONTROLS:**

· The provision of on site car parking spaces for SFM is to be in accordance with the TMAP rather than the UDP.

· The TMAP establishes a commercially viable parking provision of 993 spaces are to be provided.

· The TMAP establishes that 53 service vehicle loading dock spaces are to be provided.

· 1-2% of total parking spaces must be designed for people with disabilities in accordance with the UDP.

· Three coach parking spaces are to be provided, along with a taxi drop off point. Dedicated coach and taxi areas are to be located as shown on Figure 21.
Image 18  Gipps Street view corridor (18m wide)

Image 19  Existing Gipps Street view corridor
WATER ACCESS (NOT PART OF FORMAL MASTER PLAN)

CONTROLS:

- The supporting study on the Mooring Arrangements for the Sydney Fish Market Master Plan has identified that there is an additional demand for recreational berths to be provided, including berths for smaller watercraft such as small dinghies, kayaks and other rowing craft, which exceed the number of berths currently available. It is proposed to provide additional temporary recreational berths to meet current and projected demand. In order to accommodate visiting 40 metre fishing vessels and to satisfy the current and projected requirements of the fishing fleet, the number of permanent and loading/unloading berths for the fishing fleet will also be increased. The proposed number of berths are as follows:
  - Recreational wharf – 40 berths;
  - Loading/Unloading wharf – 8 x 20m + 3 x 17m or 8 x 20m + 7 x 10m berths; and
  - Permanent berthing for fishing fleet – 27-28 berths.

In addition, a berth capable of use by a commuter ferry at the end of the central wharf is also to be investigated once the type of usage of the adjacent Pyrmont Bridge Road wharves is known.

The revised arrangement of wholesale and retail activity on the SFM site will necessitate a change in the arrangement of the existing wharves. The new loading wharf is to be relocated to the northern side of the site in vicinity of the existing permanent mooring wharf for the fishing fleet. This wharf will provide mooring, light maintenance and refuelling facilities for the fishing fleet. The current unloading wharf (central wharf) is to be converted into the new permanent berthing wharf for the fishing fleet. The final arrangement of the wharfs will require further refinement once the long term usage of the waterway area adjacent to the Pyrmont Bridge Road wharf is known.

As discussed at Section A2 the Waterways Authority is the approval...
authority for all these water based activities, which require assessment and approval under Part 5 of the Act and do not form part of the formal Master Plan.

PEDESTRIAN AND CYCLE ACCESS

CONTROLS:

- Pedestrian and cycle networks are to be provided, integrated with the wider pedestrian and cycle network in accordance with SREP 26 and UDP as described in Figure 21. A commuter cyclist route is to be provided around the edge of the site and an integrated pedestrian/recreational cyclist route is to be provided along the foreshore promenade.

- Pedestrians are to be given precedence where there is a conflict with recreational cyclist along the foreshore promenade.

- 88 bicycles spaces are to be provided on site.

- Pedestrian access is to be at grade to provide safe, continuous, access for frail, disabled or otherwise encumbered users.
Figure 22 Urban Design Controls

KEY
- ACTIVE BUILDING FRONTAGES
- AWNINGS TO PUBLIC SPACE FRONTAGES
- SREP 26 HEIGHT LIMIT DIVISION LINE
- HEIGHT ABOVE EXISTING GROUND LEVEL DETERMINED BY SREP 26
- HEIGHT ABOVE EXISTING GROUND LEVEL AS PER MASTER PLAN WHERE VARIED FROM SREP 26
C5 URBAN DESIGN GUIDELINES AND RESPONSE

The Master Plan will upgrade and improve the overall visual appearance, function and amenity of the site. The proposed commercial building at the corner of Bank Street and Pyrmont Bridge Road will exceed the maximum building height limit pursuant to SREP 26. Greater height is considered appropriate at this corner, as it will result in a better design outcome with a resultant built form that addresses Pyrmont and activates the adjoining street edges. The permissible FSR has been distributed over the site to create an urban design focal point on the corner of Bank Street and Pyrmont Bridge Road. A better urban design outcome will also be afforded by providing large areas of public open space and lower scale development below the maximum permitted height along the waterfront. Furthermore, reducing the height of the car park below the maximum height limit and providing one level of underground parking will maximise exposure of the gateway corner building, minimise visual impact of the car park, allow for view sharing and provide a positive interface with the adjoining elevated road system.

The total quantum of open space proposed under the Master Plan exceeds the quantum proposed in the previous Master Plan for the site. The proposed Sydney Fish Market Square is not in the location identified in the UDP, however, complies with the general location at the end of Gipps Street to open onto Blackwattle Bay. A foreshore promenade is proposed on the western side of the site, providing integrated pedestrian/cyclist foreshore access. The foreshore promenade will provide an important linking element between land and water and between those activities that occur on land and water.

GENERAL PRINCIPLES

The revitalisation of the site is dependent on the successful development of a unified and coherent Public Domain. In order to achieve a Public Domain that is active, vibrant and celebrates the maritime nature of the site, the following principles have been developed:
Figure 23 Urban Design Sections
- Provide greater foreshore access and facilitate better pedestrian connections to the surrounding areas including improving pedestrian linkages though to Wentworth Park and the western side of Blackwattle Bay, and contributing to a coherent and enticing network of public open space.
- Ensure legible definition to the primary pedestrian entries and circulation paths.
- Maintain and enhance view corridors to and within the site.
- Provide articulated built form in terms of mass, footprint and height.
- Provide an activity node or focal point to enhance the market atmosphere of SFM.
- Reinforce the working industrial/maritime character of the SFM through the site layout, built form, open space and landscape elements.

**BUIT FORM**

**PRINCIPLES**
- Improve the visual appearance of SFM by providing high quality design which positively addresses the public domain, foreshore of Blackwattle Bay and surrounding streets and reinforces the character of the working harbour and Blackwattle Bay.

**CONTROLS:**

**HEIGHT**
- SREP 26 seeks to control new building height from low rise (14 metres) in close proximity to the waters edge stepping up to 21 metres behind this to Bank Street. Building heights should generally conform with the requirements of SREP 26. However, some variation is proposed on the corner of Bank Street and Pyrmont Bridge Road in the Master Plan. Where there is an inconsistency, the requirements of the Master Plan will prevail in accordance with Clause 48A of SREP 26.
- The maximum heights are shown in the building envelopes at Figure 22.
SECTION C-C

18.0m
view corridor
vehicle parking

Dedicated pedestrian zone 6.0m min
Shared pedestrian/vehicle zone

SECTION D-D

12.0m

View corridor
Landscaping & temporary market

Figure 24 Urban Design Sections
Figure 25  Urban Design Sections
Figure 26 Urban Design Sections
· Higher (35m) development than otherwise permitted under SREP 26 can be provided at the corner of Banks Street and Pyrmont Bridge Road to create a gateway to Pyrmont from the west and reinforce a sense of entry and arrival to SFM. This building is to provide a better urban design outcome through additional height and activation of the street edge.

· Buildings should be designed where possible with areas of high usage facing away from noise sources. In the case of traffic noise the location of individual buildings and groups of buildings should enable them to act as barriers to the noise.

FLOOR SPACE AND BUILDING ZONES

· The maximum floor space ratio in aggregate across the site is not to exceed 2.5:1 in accordance with SREP 26. The Master Plan remains within this.

· All new development must generally be within the building zones indicated in Figure 22.

· The one level of underground parking should, as far as practicable, be contained within the building footprint.

DESIGN

· Development on the site is to be of high architectural quality and shape the public domain (ie. frame views to the water and enclose Sydney Fish Market Square, the retail arcade and the waterfront promenade).

· The buildings should be designed to a high standard. Materials should be robust and detailed simply and cleanly.

· The design of the buildings should express the working marine character of the site, and allow individual character of retailers.

· Vertical elements such as lifts and stairs should be used to modulate the long waterfront face of the building.

· All new buildings shall be articulated to reduce bulk and scale. Building elements that articulate the façade including expressed entries, terraces, balconies, decks, solar protection elements, roof overhangs and similar elements are encouraged.
Image 20 View along Pyrmont Bridge Road

Image 21 Existing view along Pyrmont Bridge Road
- Plant equipment, solar collectors and the like are to be integrated into the design of the building.

- Continuous awnings or similar elements are to be provided to public space frontages containing ground floor retail uses as shown in Figure 22.

- The structured car park facade and the facade to the car park levels of the commercial building should be designed to enhance its visual appeal and mark the site for vistas from the east including those from the elevated roadway.

COLOURS AND MATERIALS

PRINCIPLES

- Building materials and colours are to enhance and contribute to the maritime character of the development, enhance the built form and articulate the lively character of SFM.

- Building materials must be compatible with the character of the site, and support environmental sustainability.

CONTROLS

- Pavements to the site area to be constructed in accordance with the Ultimo Pyrmont Public Domain Technical Manual.

- Where the sea wall is able to be viewed from wharves and overhanging promontories they are to be reconstructed using original-style sandstone blocks. Masonry materials of rock or concrete is to be used for other sections of the sea wall.

- Finishes that are of high quality and have long life are to be used. Robust materials such as timber, steel framing are encouraged.

- The colour palette should be muted with the individual tenancies providing the colour and vibrancy. The colours used should make the mass of large buildings recede, though distinct colours can be used to highlight structure and articulated elements.
Figure 27 View Corridors

KEY
- VIEW CORRIDOR
- VIEWS
Where framed structures are used and the frame expressed externally, then this articulation should be expressed by a different hue or chromatic intensity.

Visible light reflectivity from building materials used on facades of new buildings must not exceed 20%.

VIEWS AND VISUAL CHARACTER

PRINCIPLES

- Protect and improve the unique visual qualities of this highly visible and recognisable site within the Harbour context.
- Retain and enhance the existing Gipps Street corridor view to and within the site as described in the UDP.
- Improve the visual appearance and connection of SFM to Blackwattle Bay by creating a variety of open spaces and a foreshore promenade along the waterfront.
- Create new view corridors to and along the waterfront of the site from the surrounding area.
- Create a visual link between the site, Wentworth Park and public transport nodes.
- Create public places and spaces at prime vantage points to emphasise views and vistas.

CONTROLS

- Remove, relocate or screen features that detract from the sites image or block views such as intrusive buildings or structures.
- The Gipps Street view corridor is to be improved by removing intrusive structures and vegetation and by creating an 18 metre wide opening between buildings and establishing pedestrian and vehicular pathways along the view axis. The view corridor is to be visually extended to the wharf and to the possible future SFM ferry stop.
- A foreshore promenade and open space is to be provided along the waterfront to improve the visual character of the foreshore and views along the foreshore.
Figure 28 Site Connections and Linkages

KEY
- Pedestrians & Recreational Cyclists Along Promenade
- Main Pedestrian Thoroughfare
- Commercial Parking/Circulation
- Through Building Links
- Vehicle Entry
- Site Entry Marker
- Pedestrian & Cyclist Entry
- A new view corridor visually linking the Sydney Fish Market light rail stop with the Bank Street entrance to the SFM and Blackwattle Bay is to be created as shown on Figure 27.
- The construction of new roads, pedestrian paths, squares and buildings are to protect significant internal views within the site.
- View corridors must not be obstructed by advertising signage.
- View corridors are to be enhanced by the form and treatment of buildings along view corridors.

SITE CONNECTIONS AND LINKAGES

PRINCIPLES
- Develop a walkable pedestrian space with strong connections to Blackwattle Bay, public transport and the surrounding suburbs.
- Provide legible definition to the primary pedestrian entries and circulation paths.
- The treatment of entrances are to give the SFM high visual prominence from the surrounding pedestrian and public transport network.
- Through site connections are to be designed as clear and legible extensions of the public domain.
- Consider access for all groups of mobility impaired persons, including the physically impaired, elderly, young people and groups with strollers, prams or shopping.

CONTROLS
- A foreshore promenade is to provide continuous pedestrian access to and along the waterfront. The width of promenade is to be an average of 10 metres and a minimum of 8 metres.
- Provision is to be made for future continuous pedestrian connections along the waterfront to the Coal Loader Site to the west and to the north as adjoining sites are developed over time.
Image 22  View of Sydney Fish Market from Blackwattle Bay illustrating the low-scale of built form along the waterfront with the larger commercial building in scale with adjacent development.

Image 23  Existing view of Sydney Fish Market from Blackwattle Bay
The Gipps street view corridor is to provide a major pedestrian connection to Blackwattle Bay and the foreshore promenade. The corridor is to provide a shared vehicle and pedestrian accessway as shown on Figure 30.

The Gipps Street view corridor is to remain free from visual and physical intrusion, with bollards delineating the interface between pedestrian and vehicular traffic.

The northern entry at the Bank Street pedestrian link is to provide a main entry point from the SFM light rail stop. The entry is provide clear sight lines to the water and a canopy is to be provided from the entry to the water over the pedestrian walkway, and defined on Bank Street with a SFM entry marker.

The pedestrian entry at Wattle Street is to be well defined between the SFM building and the coal loader. The entry definition is to be enhanced by removing visual impediments.

Direct pedestrian/recreational cyclist connections between the waterfront, Banks Street and Pyrmont Bridge Road are to be provided.

Pedestrian links and entry points are to provide clear lines of site for orientation, surveillance and ease of accessibility.

Pedestrian entries to the site are to be provided in locations shown on Figure 21.

Pedestrian entry points are to be clearly demarcated by the articulation of the facade and ground plane, as well as entry markers.

Connections through buildings are to have at a minimum double floor to ceiling heights, be 4.5 metres in width and provide glazing and active uses at ground level.

The width of footpaths is to be maximised to accommodate comfortable pedestrian movement and facilitate activity by enabling footpath areas to be used for outdoor seating and cafes and the like in appropriate areas.
Public Open Space Overshadowsing
22 June

<table>
<thead>
<tr>
<th>Time</th>
<th>Area in Shade</th>
<th>Total Area</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 am</td>
<td>4880 sqm</td>
<td>7810 sqm</td>
<td>62%</td>
</tr>
<tr>
<td>12 noon</td>
<td>3060 sqm</td>
<td>7810 sqm</td>
<td>39%</td>
</tr>
<tr>
<td>2 pm</td>
<td>2034 sqm</td>
<td>7810 sqm</td>
<td>26%</td>
</tr>
</tbody>
</table>

Average 42%

Figure 29 Shadow Diagrams 22 June
Pedestrian safety and security is to be maximised by designing for passive surveillance, street activity and night time use.

Equitable and easy access is to be provided to assist frail, disabled or otherwise encumbered users.

OVERSHADOWING AND SOLAR ACCESS

PRINCIPLES

Whilst optimum solar access is desirable, building orientation to the Bay and Pyrmont Bridge Road should be respected.

CONTROLS

No more than 50% of Sydney Fish Market Square and open space areas are to be overshadowed between 10.00am and 2:00pm between 21 April and 21 August. Shadow diagrams have been prepared (Figure 29) for 22 June to illustrate the overshadowing during this period which is the most extreme shadows of the year.

Shadow diagrams must be prepared and submitted with any DA.

New buildings must optimise passive solar design opportunities and must maintain solar access to open spaces.

Devices such as overhangs, projecting blade walls, vertical screens, heat absorptive and reflective glass curtains and external blinds are to control solar access in summer.
Figure 30   Public Domain

KEY
- PUBLIC OPEN SPACE: PROMENADE (2400 m²)
- PUBLIC OPEN SPACE: FISH MARKET SQUARE (1830 m²)
- PUBLIC OPEN SPACE: PEDESTRIAN AREAS (3580 m²)
- PUBLIC ACCESS THOROUGHFARE
- SHARED PEDESTRIAN / TRAFFIC ZONE
- PUBLIC FOOTPATH
- RESTRICTED PUBLIC ACCESS (BUSINESS HOURS ONLY)
OPEN SPACE, PUBLIC DOMAIN AND WATER/LAND INTERFACE

PRINCIPLES
- A cohesive system of parks/squares, attached to the primary pedestrian network is to be provided for the enjoyment of workers, customers and the general public. This will provide a variety of experiences and site permeability.
- Areas for net drying and mending, storage of fishing fleet equipment and light maintenance works to be catered for without disrupting pedestrian flow in green space.
- Develop high-quality urban elements which reflect the industrial/waterfront nature of the site.
- Create a pedestrian network at the waters edge connecting public places, squares and vantage points.
- Create legible public open space and ensure the land and water interface is addressed.
- Ensure legible definition to the primary pedestrian entries and circulation paths.

CONTROLS
- 7810m² min of open space is to be provided. Refer Fig 31 for breakdown of areas.
- A 10 metre wide foreshore promenade is to be established from the public entrance on Pyrmont Bridge Road extending along the foreshore.
- A defined square (Sydney Fish Market Square) is to be provided on the waterfront as indicated on Figure 30 to contribute to the regional open space and strengthen pedestrian networks. The Square is to be surrounded by retail outlets with the fourth edge open to the water. Fish Market Square is to provide space for temporary attractions and events and a place for customers to gather. This will contribute to the vitality, attractiveness and liveliness of SFM.
Figure 31  Public Domain: breakdown of areas

AREAS

<table>
<thead>
<tr>
<th>Area</th>
<th>Area (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1830 m²</td>
</tr>
<tr>
<td>B</td>
<td>2400 m²</td>
</tr>
<tr>
<td>C</td>
<td>575 m²</td>
</tr>
<tr>
<td>D</td>
<td>2230 m²</td>
</tr>
<tr>
<td>E</td>
<td>315 m²</td>
</tr>
<tr>
<td>F</td>
<td>460 m²</td>
</tr>
<tr>
<td>Total</td>
<td>7810 m²</td>
</tr>
</tbody>
</table>
THE MASTER PLAN

- A waterfront park for low-key activity such as fishing or informal eating is to be provided. The park is to be lower than the adjacent foreshore promenade.

- A 8-10m metre wide public boardwalk is to be provided along the waterfront. The alignment of the boardwalk at the south-west edge of the site is to be retained, but the structure itself is to be raised. The boardwalk is to be configured to allow for future continuous connection to the Coal Loader Site to the west.

- A 2-3 metre wide narrower boardwalk is to be provided to continue from the main boardwalk across the water to Waterfront Park. This boardwalk is to provide views back to the original sea wall.

- Adequate seating and lighting is to be provided to areas of public access. Outdoor seating is not to intrude into public open space to a degree that they compromise recreational circulation.

- The existing foreshore alignment is to be retained to vary the experience for pedestrians and visitors.

- Equitable and easy access is to be provided to assist, disabled or otherwise encumbered users along the entire foreshore promenade and to and within Sydney Fish Market Square and Waterfront Park.

- Public open space is to be designed to ensure reasonable user safety and security.

SIGNAGE AND LIGHTING

PRINCIPLES
- A key objective of the development of SFM is to ensure a high quality of safety and security for pedestrians by providing a well lit and clearly defined public environment.

- External lighting of buildings and the public domain, pathways and entries to buildings at night is to be of an appropriate level to encourage use and enjoyment of public spaces, architectural appreciation and public safety.
Image 24  Pedestrian link from Wentworth Park to promenade and boardwalk

Image 25  Existing pedestrian link from Wentworth Park
· Signs are to contribute to way finding and pedestrian useability of the area.

· Coordinated signage and night lighting is to be provided.

CONTROLS

· Details of all signage and lighting should be submitted with any DA.

· Pathways and entries to buildings are to be well lit and defined.

· High quality and sensitive lighting is to define the public domain and achieve a luminance level consistent with community safety and security and the appropriate Australian Standard. Care should be taken to avoid light spill to the Harbour.

· Downlighting and highlighting is encouraged. Uplighting and floodlighting is discouraged.

· Signs are to have regard to the advertising controls of areas administered by different consent authorities including SHFA and City of Sydney.

· Way-finding signs are to direct pedestrians to SFM, Blackwattle Bay as well as to Wentworth Park and public transport nodes.

· Wayfinding signs are to be unified and consistent in material, finishes, colour, type and size.

· Signs at the top of buildings should be contained within their parapet and integrated with the form, architectural character and façade detailing of the building.

· The number and location of signs are to be limited to avoid the visual and physical clutter of the area.

· Public art should be considered as entry markers to the pedestrian entrance points of the site as shown at Figure 28.
Figure 32  Landscape and Planting

KEY
- TREE PLANTING
- SOFT LANDSCAPE AREAS

- Replace trees as per council requirements, locate to avoid power lines.
- High canopied trees to define pedestrian spine without disrupting view corridor.
- Tree planting to provide visual screening from Hymix and to define public thoroughfare.
- Tree planting to be included into fish market square, maintain clear along view corridor.
- Foreshore park incorporating soft landscape and tree planting.
C6 LANDSCAPE GUIDELINES

Currently most of the tree plantings on the site are located at the periphery of the site. As such, the amenity provided by these trees to visitors to the SFM is minimal, other than providing shade to a small number of parked cars.

The removal of trees from the site needs to be seen in the context of the general public domain and built form upgrade. Areas will be created along the foreshore and pedestrian thoroughfares, where new trees can be established to provide greater amenity to these public spaces. Selected tree species to be primarily endemic to Sydney waterfront and all to be of appropriate form, scale and suitability to the SFM site.

PRINCIPLES
- Reinforce the sense of place of SFM and working waterfront though the layout, finish and form of landscape elements.
- Public Domain strategies of City of Sydney and SREP 26 to be taken into account.

CONTROLS
- Landscape works are to be consistent with the other provisions of this Master Plan, such as view corridors, urban design and built form, land use and public access.
- Landscape treatments should, as much as possible, be consistent with public domain areas Blackwattle Bay.
- Public footpaths and streetscapes to be in accordance with Ultimo Pyrmont Public Domain Technical Manual, and coordinated with City of Sydney requirements.
- Install a unified range of furniture and fittings to establish a cohesive language of materials in the public domain.
- Trees are to provide shade to the square/park areas.
- Landscaping is to be designed so that it does not obscure visibility or provide possible concealment.
- Soft landscaping is to be provided for leisure and recreation as well as storm water detention.
- A landscape plan shall be submitted with any DA.
Image 26  Bank Street pedestrian link to SFM Light Rail Station

Image 27  Existing view from Bank Street
PLANTING

PRINCIPLES

- Selection of tree species is to respond to the scale of the spaces, orientation and solar access, and hierarchy of spaces and view requirements.

- Use a palette of plants to include species which are endemic to the Sydney sandstone vegetation community and to the Sydney waterfront where possible.

- Fig trees are proposed as part of the landscape strategy / plan to provide potential foraging habitat for the grey headed flying fox.

- Visual impact and heat loads of hardstand carpark areas on grade are to be mitigated with tree planting where possible.

- Removal of existing trees towards the rear of the site has been nominated in order to allow development in this area and to encourage improved amenity through tree planting in the dedicated public open space areas along the waterfront.

CONTROLS

- Tree species are to generally be in accordance with the species identified in the UDP for the waterfront, including:
  - *Ficus rubiginosa*;
  - *Eucalyptus spp*; and
  - *Casuarina sp*.

- Tree species within the Gipps Street view corridor are to be selected for visual permeability such as *Livistona australis*.

- Tree species for the Waterfront Park to be suitable for soils with water influence such as *Casuarina sp*.

- Tree species for Sydney Fish Market Square are to be selected to define the space as an important public area and to provide shade for pedestrians.

- Structural soil and permeable pavement is to be used for all tree planting in paved areas.
Image 28  Seawall using retained and salvaged site stone where available
C7 HERITAGE, ARCHAEOLOGY AND SITE INTERPRETATION

PRINCIPLES
- The integrity and significance of items of heritage value must be protected.
- Adaptive reuse of heritage items must be investigated where possible to ensure conservation of the item.

REUSE OF COLLECTED ARTEFACTS/MATERIALS STRATEGY

CONTROLS
- Any collected artefacts and materials with heritage value are to be integrated in the public domain or into public spaces within buildings. Where possible the reuse of collected artefacts and materials will be in the general location from which they were salvaged.
- The sandstone seawalls warrant partial retention as evidence of the previous uses of the site. Salvaged sea wall material is to be reused on site. This will assist in the interpretation of the earlier uses of the site.
- Any excavation on the site is to be monitored by an experienced industrial archaeologist to record any objects or elements found during the works. All items must be recorded before being removed or demolished.
- Recording of any findings should not impede the progress of the proposed works

NAMING STRATEGY

CONTROLS
- Names for buildings and places at the SFM should be based on site-specific historical or indigenous themes. Identification and names for buildings and places on the site should where possible have a direct connection with the history of the site and the fishing industry.
Image 29  Fish Markets arcade
PUBLIC DOMAIN / PUBLIC ART STRATEGY

CONTROLS
- Public art should be used as entry markers to the site.
- Public art should be evocative of the historical significance of Pyrmont and the working/harbour/maritime character of the site and Blackwattle Bay. Artwork should where possible be integrated into the formal landscaping and open space network.

BUILT FORM STRATEGY

CONTROLS
- The site’s significance should be identified and demonstrated through adequate signage explaining the heritage significance of the place, through evocative artworks, through appropriate placement and interpretation of any collected artefacts, and any other means which will highlight the cultural significance of the place.

INTERPRETATION WALK STRATEGY

CONTROLS
- The foreshore promenade should include interpretive elements that are placed and designed so that the visitor to the site can enjoy and understand the history and significance of the site as a continuous experience along the waterfront.
Image 30  Waterfront park
C8 INFRASTRUCTURE AND SERVICES

The capacity and location of existing on site services is generally inadequate, and will need to be replaced, upgraded and/or augmented to meet the size, layout and requirements of the Master Plan and any future development.

PRINCIPLES

- Improve environmental systems by upgrading infrastructure to rectify the existing environmental problems.

CONTROLS

Infrastructure is to be managed on site by:

- Upgrading services where necessary to meet the long term needs of the development. Existing services are to maintained where possible to keep disturbance to a minimum.
- Ensuring all proposed services and roads are designed to sustain required loads for a 50 year design cycle.
- Implementing water quality measures in accordance with City of Sydney requirements and the EPA.
- Minimising and controlling soil erosion and sediment transport across the site during after construction.

STORMWATER

- A Site Stormwater Management Plan is required to be submitted with any DA.
- Ensuring storm water facilities are designed to accommodate a storm event with 100 year ARI.
- The impact of stormwater on waterways is to be reduced by installing gross pollutant traps, providing a water detention basin and other measures to intercept stormwater so that it can be discharged in a controlled way.
- Where possible, stormwater flows generated on site are to be managed as an integral part of the public domain landscape to minimise the volume and improve the quality of runoff entering the harbour.
- Drainage surface runoff and roof drainage should be collected and, where possible, drained to existing outlets in the seawall. Inlet pits should include sediment collection sumps/traps to minimise the sediment discharged to the bays in runoff.

- The car park is to be levelled to allow for collection of stormwater in a centralised area for treatment prior to discharge to sewer or stormwater. A first flush system is to be installed to divert the most contaminated runoff generated during accidents or high rainfall events to the sewer.

**SEWERAGE**

- All premises at SFM are to enter a Trade Waste agreement with Sydney Water Corporation and are to put in place interception devices to reduce discharge into Blackwattle Bay.

- Gross pollutant traps are to be fitted to the stormwater system and maintained to reduce grease, oil, fish waste products and rubbish discharging into Blackwattle Bay.

**WASTE CONTROL AND MANAGEMENT**

- A Waste Management Strategy is required for SFM and is to be submitted with any DA.

- Waste management and recycling should be considered in the design of buildings.

- Adopt waste management plans in construction and demolition.

- Separate areas for the storage and recycling of waste are to be provided. These areas are to be located so as not to cause offence to public areas, adjoining properties or occupants with regard to odour, visual appearance or noise disturbance.

- A refrigerated solid waste storage area is to be located away from pedestrian circulation spaces.

- Source separation facilities on the site are to be provided so that different types of waste can be separated during the construction and the demolition to reuse and recycle materials.
Where demolition is proposed, maximise materials to be recycled and dispose of materials in an environmentally sustainable manner.

MARINE AND SEAWALL INFRASTRUCTURE CONTROLS
- The land behind the seawall and any immediate adjacent structures to the seawall will need to be stabilised/supported during any seawall reconstruction.

MARINE AND SEAWALL INFRASTRUCTURE
- Investigate provision of refuelling for fishing fleet vessels, potentially located on the new fishing fleet wharf used for mooring and light maintenance as shown on Figure 19.
C9 ENVIRONMENT

The redevelopment of the site provides the opportunity to instigate new environmental management solutions to address current stormwater, sewerage and waste oil handling problems, identified in the supporting Environmental Audit and in the contextual analysis at Part B of the Master Plan.

PRINCIPLES

- Implement Ecologically Sustainable Development (ESD) principles during demolition, construction and operation including stormwater management; water quality; noise management; odour emission; contamination; management during demolition, removal and construction phases; waste management and waste minimisation.

- The environmental issues requiring remedial action should be given priority in accordance with the recommendations contained in the supporting Environmental Audit.

ENERGY CONSERVATION

CONTROLS

- The new commercial building on the corner of Bank Street and Pyrmont Bridge is to achieve a minimum SEDA rating of 4 1/2 stars

- Material selection should consider the life cycle of the materials and resource consumption in their manufacture.

- Recycled materials should be used where possible.

- Development must achieve cross ventilation and daylight through atria, light wells and courtyards.

- Operable window openings are to be provided in walls facing different and opposite directions where possible.

- To achieve good daylight and optimal energy performance the depth of commercial buildings should be preferably a maximum of 20m.
- Achieve buildings that optimise passive solar design opportunities. While optimum solar access is desirable, building orientation to the Bay and Pyrmont Bridge Rd should be respected.

- Devices such as overhangs, projecting blade walls, vertical screens and external blinds are to be used to control solar access in summer.

- Glazed areas are to be located to optimise sun access in winter and daylight access in general.

- Service areas and service risers are to be designed to be accessible and capable of additional capacity in the future.

- Service cores are to be concentrated to allow for the maximum flexibility of floor layouts.

**REMEDIATION CONTROLS**

- Throughout any excavation process due regard is to be given to the likely existence of oil and other contaminants in the soil / landfill which formed the industrial area before establishment of the Fish Market site.

- Contamination on the site is to be managed by:
  - assessing the extent and risk posed by contamination; and
  - remediating and managing contaminants to protect human health and environment.

- Environmental Site Assessments and if required a Remediation Action Plan and remediation are to be carried out in accordance with NSW legislative requirements including the Contaminated Lands Act 1977 and SEPP 55 where relevant. This is to be addressed at DA stage.
ODOUR CONTROL AND MANAGEMENT

CONTROLS

- All requirements of the relevant authorities and the Protection of the Environment Operations Act 1997 are to be met by future development.

- The site surface is to be leveled so that pools of wastewater cannot accumulate.

- Consideration is to be given to the incorporation of a truck wash facility on site to minimise the occurrence of contaminated truck wash entering the car park.

NOISE

PRINCIPLES

- There will be no marked increase in the noise levels for residents in the vicinity of SFM.

CONTROLS

- An acoustic report is to be submitted with any DA measuring the effect of noise associated with SFM operation and how it is proposed to mitigate any negative effect, including monitoring after the commencement of operations.

- All requirements of the relevant authorities and the Protection of the Environment Operations Act 1997 are to be met by future development.

- In the case of traffic noise the locations of buildings should enable them to act as barriers to the noise.

- Future buildings are to be designed to maximise shielding of noise to nearby residential buildings.
C10 PHASING AND IMPLEMENTATION

The phasing and staging of the SFM redevelopment is a complex and important component due to the 24 hour / 7 day a week operation and is to be addressed at the DA Stage. Extensive discussions will be required with SFM tenants and stakeholders. The phasing of future development will need to maintain the operation of the marina, the wharf and jetty during any construction. The continuance of servicing the existing auction hall and commercial/retail operations, including the availability of access and parking will need to be taken into account when determining the phasing of any future development.

The layout of infrastructure and services including the following, will also need to be considered in the phasing of development. The infrastructure and services that should be included in the initial stage of development include:

- stormwater drainage outlet(s) and gross pollutant/sedimentation trap(s);
- sewer pump station and rising main if existing sewer lines cannot be utilised for the initial stages;
- primary service corridors for water, telecommunications and power supply; and
- locations of new substations.

The key considerations to be addressed in phasing planning include:

- the auction hall and associated wholesale/storage areas must be operational at all times;
- the location and number of car parks to be provided;
- the location and number of vehicle parking spaces provided for the auction / distributor process;
- minimisation of disruption to the tenants, merchants and their customers;
· the continuation of operations of the docks and berthing facilities for fishing vessels and temporary berthing for recreational vessels.

PRINCIPLE
· A flexible implementation programme will be required so the development can respond to management of on-going operations, commercial considerations and rights of existing tenants.

CONTROLS
· An Implementation Plan is to be submitted with any DA that ensures infrastructure, vehicular access, open space, car parking and foreshore promenade are completed as part of the development at the earliest possible time.

SUBDIVISION
· Any proposed changes to the existing subdivision will be developed in the detail design and will be submitted with Development Application(s) for the site.
APPENDIX 1

BUILT FORM AND PLANNING OVERLAY
APPENDICES

SYDNEY FISH MARKET
MASTER PLAN

SITE AS RESIDENTIAL-BUSINESS LAND USE ZONE *

14m HEIGHT LIMIT
21m HEIGHT LIMIT

SIGNIFICANT VIEW (UDP), PUBLIC ACCESS

VIEW CORRIDOR & PUBLIC ACCESS
TO BE CREATED (UDP)

PUBLIC RECREATION ZONE (SREP 26)

PUBLIC RECREATION ZONE ON WATERFRONT (SREP 26)

ACTIVITY STRIP (SREP 26)

POSSIBLE FUTURE RAMP (SREP 26)

FISH MARKET SQUARE RELOCATED TO JUNCTION OF GIBBS ST PUBLIC ACCESS & FORESHORE PROMENADE

INDICATIVE LOCATION OF PUBLIC RECREATION AREA
FISH MARKET SQUARE (UDP) **

PUBLIC ACCESS

PUBLIC RECREATION ZONE (SREP 26)

RESIDENTIAL/BUSINESS LAND USE ZONE

WATERFRONT USE ZONE

11.5m RL HEIGHT LIMIT

POSSIBLE FUTURE RAMP (SREP 26)

HEIGHT LIMIT DIVISION LINE (SREP 26)

PERIMETER ROAD, PEDESTRIAN ROUTE, COMMUTER CYCLIST ROUTE (UDP)

PUBLIC RECREATION ZONE (SREP 26)

POTENTIAL TO REINFORCE CORNER SITES (UDP)

PUBLIC ACCESS

NOTE

* SREP 26 Amend No 9 PROHIBITS RESIDENTIAL DEVELOPMENT ALONG BANK ST
** SREP 26 PERMITS QUANTUM OF OPEN SPACE TO BE RELOCATED

SYDNEY FISH MARKET MASTER PLAN
APPENDIX 2

PLANNING SUMMARY TABLE
**Summary Table**

<table>
<thead>
<tr>
<th>Element</th>
<th>Existing Site</th>
<th>Expired Master Plan</th>
<th>Proposed Master Plan</th>
<th>Changes to existing Site</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Area</td>
<td>44,000 m²</td>
<td>44,000 m²</td>
<td>44,000 m²</td>
<td>-</td>
</tr>
<tr>
<td>Gross Floor Area (GFA)</td>
<td>19,149 m²</td>
<td>-</td>
<td>35,680 m²</td>
<td>+1,631 m²</td>
</tr>
<tr>
<td>Net Lettable Area (NLA)</td>
<td>16,035 m²</td>
<td>28,000 m²</td>
<td>29,674 m²</td>
<td>+13,639 m²</td>
</tr>
<tr>
<td>Retail</td>
<td>5,706 m²</td>
<td>-</td>
<td>10,309 m²</td>
<td>+4,603 m²</td>
</tr>
<tr>
<td>Commercial</td>
<td>1,736 m²</td>
<td>-</td>
<td>10,880 m²</td>
<td>+9,144 m²</td>
</tr>
<tr>
<td>Wholesale</td>
<td>3,005 m²</td>
<td>3,012 m²</td>
<td>-</td>
<td>+7 m²</td>
</tr>
<tr>
<td>Auction Hall</td>
<td>3,427 m²</td>
<td>-</td>
<td>3,857 m²</td>
<td>+430 m²</td>
</tr>
<tr>
<td>SFM Offices</td>
<td>2,161 m²</td>
<td>-</td>
<td>1,616 m²</td>
<td>-545 m²</td>
</tr>
<tr>
<td>FSR (using GFA)</td>
<td>0.44:1</td>
<td>-</td>
<td>0.81:1 **</td>
<td>-</td>
</tr>
<tr>
<td>Public car parks</td>
<td>470</td>
<td>425</td>
<td>993</td>
<td>+523</td>
</tr>
<tr>
<td>Total Open Space</td>
<td>approx. 300 m²</td>
<td>4,600 m²</td>
<td>7,800 m²</td>
<td>+3,200 m²</td>
</tr>
<tr>
<td>Fishing Fleet Wharf</td>
<td>10</td>
<td>N/A - didn't apply to water</td>
<td>19</td>
<td>+9 berths (not part of formal Master Plan)</td>
</tr>
</tbody>
</table>

**Note:**

** denotes areas/calculations that are indicative only at this stage. These figures reflect the Master Plan drawings included. The figures may change at the DA stage.
APPENDIX 3

MASTER PLAN
THIRD FLOOR PLAN

BASEMENT PLAN

REFER TO SHEET 6. APPENDIX E FOR DIMENSIONS FOR COMMERCIAL BUILDING
APPENDIX 4

INSTRUMENT OF ADOPTION - SCHEDULE 1
INSTRUMENT OF ADOPTION

MASTER PLAN FOR THE SYDNEY FISH MARKET
BLACKWATTLE BAY, PYRMONT

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO. 26 – CITY WEST

I, the Minister for Infrastructure Planning and Natural Resources in accordance with clause 44 of Sydney Regional Environmental Plan No. 26 – City West, adopt the Master Plan for the Sydney Fish Market, Blackwattle Bay, Pyrmont, subject to the conditions and variations attached in Schedule 1.

[Signature]
CRUG KNOWLES
Minister for Infrastructure, Planning and Natural Resources

16.02.05
1. Traffic
(TO BE UNDERTAKEN PRIOR TO DA)

Explanation: The Traffic reports prepared by Masson Wilson Twiney and accompanying the draft Sydney Fish Market (SFM) Master Plan, conclude that the redevelopment of the SFM site is likely to result in "very poor but acceptable level of … operation" at the Pyrmont Bridge Road/ramps intersection during Friday evening and Sunday midday periods, "leaving negligible capacity for additional traffic".

However the draft Master Plan’s traffic advice suggests potential road works to mitigate traffic impact and delays to surrounding road network. These options have not been discussed with either the RTA or Sydney City Council (the latter where relevant as the landowner of roads) or assessed in terms of their impact on the overall traffic network. Consequently a supplementary traffic strategy is required that clearly identifies feasible options for mitigating traffic delays surrounding the SFM site, including projected traffic flows and impact after the completion of any road works, an agreement to and commitment by relevant government stakeholders, implementation strategy, identification of responsibility for carrying out the road works, and sources of project funding.

Condition:
a) Supplementary Traffic and Parking Impact Strategy

A supplementary traffic and parking impact strategy must be prepared by the applicant and submitted for the approval of the SHFA Executive Director Place Management prior to any DA determination for the SFM site. The supplementary strategy shall include the following issues:

(i) A detailed report addressing the impact of the redevelopment of the SFM site on the surrounding road network and road intersections, in particular during peak traffic periods (i.e. morning and afternoon and site peaks on weekdays and weekends).

(ii) Identify appropriate and feasible road works to mitigate traffic impacts and delays as a consequence of the redeveloped SFM. This should include, but not be limited to, consideration of the following options:
- possible road works to surrounding street intersections,
- the provision of a double right turn lane from Bank Street to the Western Distributor; and
- the construction of the Wattle Street on ramp.

The proposed road works shall be developed in close consultation with relevant government stakeholders including the RTA and the City of Sydney Council (the latter where relevant in its role as landowner). The strategy shall:
- demonstrate that the proposed road works will achieve equivalent or improved traffic conditions, particularly during peak periods, on the surrounding street network and intersections;
- provide evidence of agreement to any proposed road works by relevant government stakeholders, including the RTA and City of Sydney Council (the latter where relevant in its role as landowner);
- provide a strategy for the implementation and responsibility for delivery of the proposed road works; and
- provide a funding strategy for the proposed road works.

(iii) In the event that the supplementary traffic and parking impact strategy fails to achieve the requirements outlined in (ii) above, in particular that the overall traffic impacts of surrounding street networks shall achieve equivalent or improved traffic conditions, then the applicant shall review the proposed quantum of parking spaces for the SFM site. The final parking numbers for the redeveloped SFM site shall be determined on the capacity of the surrounding road network to accommodate the proposal.
b) **Ongoing monitoring and corrective actions**

In relation to ongoing monitoring and corrective actions:

(i) travel mode choice surveys are to be undertaken by the SFM 12 months and 3 years following implementation of the Master Plan, and every 2 years after that;

(ii) the proposed survey methodology is to be to the satisfaction of SHFA Executive Director Place Management, but should generally be similar to the surveys undertaken for the Master Plan;

(iii) the results of the surveys must be reported to SHFA Executive Director Place Management and compared to the targets set in the Master Plan;

(iv) reporting of the mode choice surveys is to include details of the initiatives undertaken by the SFM in the previous period to reduce the proportion of people travelling to the site by private car;

(v) the results are to include recommendations on how to further reduce the proportion of people travelling to and from the site by private car;

(vi) mechanisms identified by the NSW Environment Protection Authority in its letter received in response to the exhibition of the Draft Master Plan (undated), are to be implemented by the SFM, viz:
   - introduction of advertising initiatives promoting public transport as a cheap and easy way to access the SFM;
   - implementation of innovative ticketing options, for example, if a customer produces a valid public transport ticket they receive a discount; and
   - a requirement that employers adopt “mobility management plans” to encourage staff and visitors to walk, cycle or use public transport to get to and from work.

c) **Ferry Services**

The applicant shall enter into discussions with the STA with respect to the provision of a ferry service to the SFM, including the possibility of engaging commercial vehicle operators to provide the service. Consideration should be given to the feasibility of a visitor package that could be tied in with ferry access.

d) **On Street Parking**

Proposals to control on-street parking in areas currently used by fish market customers are to be submitted for consideration by local authorities at the development application stage.

e) **Recommendations in TMAP**

The applicant is to carry out the recommended actions in the “Transport Management and Accessibility Plan, Sydney Fish Market, March 2003, Final Draft”, except where modified by the above conditions. The extent to which the actions have been carried out, and the effectiveness of the actions, are to be reported on an annual basis to the SHFA Executive Director Place Management for the first 5 years following the adoption of the Master Plan.

2. **Office Building**

   (THIS PROVISION WAS INCORPORATED IN THE FINAL MASTER PLAN JUNE 2005)

   The proposed office building envelope is to be amended in accordance with the plan entitled “Revised Commercial Building Envelope to Draft SFM Master Plan” (Sheet 5, dated 03-02-04).

3. **Urban Design and Landscaping**

   (TO BE UNDERTAKEN PRIOR TO DA)

   The applicant shall prepare an Urban Design and Landscaping Concept Plan (UDLCP) which should provide details on how the public domain and interface with the public domain is to be treated, including but not limited to the following:

   a) a strategy for achieving ground level activation and pedestrian friendly spaces along the Bank Street and Pyrmont Bridge Road interfaces;
b) design parameters for the commercial building and multi-level carpark along Bank Street and Pyrmont Bridge Road which demonstrates how the buildings will achieve a high quality, articulated finish and provides for suitable integration with, and enhancement of, the surrounding environment. The UDLCP should also have regard to the building envelope controls defined under Section 3.1 of the Ultimo-Pyrmont Urban Development Plan in relation to the alignment of building facades;

c) design measures to address the visual impact of the large roof tops when viewed from the freeway;

d) public domain finishes, fixtures and furnishings, including seating, lighting, bins, bollards etc, including recommended strategies to define areas according to their use, particularly areas of open space;

e) tree and shrub planting, including details of soil profiles and where appropriate, details of planting on structure;

f) treatment of shared ways to ensure safety of pedestrians and cyclists, for example, signage, pavement treatment, location and treatment of pedestrian crossings etc;

g) a strategy for disabled access throughout the site consistent with Section 10.2.4 of the Ultimo-Pyrmont Urban Development Plan; and

h) integrated signage strategy, including controls on signage design, dimensions and location.

i) the development of a major pedestrian and disabled link around the perimeter of the site along Bank Street and Pyrmont Bridge Road, as required under Section 10.2.2 of the Ultimo-Pyrmont Urban Development Plan.

j) access and facilities for cyclists in accordance with Section 9.1 of the Ultimo-Pyrmont Urban Development Plan.

The Urban Design and Landscaping Concept Plan should be prepared either as a supplementary report to the SFM Master Plan and submitted for the approval of the SHFA Executive Director Place Management prior to any DA determination for the SFM site, or be submitted concurrent with any consolidated development application for the SFM site.

4. Environmental Management
   (TO BE UNDERTAKEN PRIOR TO DA)

a) Environmental Management Plan
   The SFM is to prepare an Environmental Management Plan (EMP), taking into account the findings of the Environmental Audit. The EMP should identify the environmental objectives, timeframes for environmental improvements and minimum education standards to be achieved by employees and tenants on the site. The EMP shall be prepared in consultation with Sydney City Council and approved by the SHFA Executive Director Place Management prior to the approval of any development application for the site.

b) Water Management Plan
   The SFM is to prepare a Water Management Plan for the site, approved by the SHFA Executive Director Place Management prior to the approval of any development application for the site or be submitted concurrent with any consolidated development application for the SFM site. The Water Management Plan shall identify measures to:
   (i) reuse water on site, including rainwater and stormwater harvesting for non-potable uses;
   (ii) improve stormwater management, including flows and water quality;
   (iii) reduce water demand, such as the installation of dual flush toilets, tap flow regulators, good thermal design to reduce need for air conditioning; and
   (iv) treat and remove any contaminants.

   The preparation of the UDLCP should be coordinated with the Water Management Plan to ensure these measures are incorporated into the landscaping approach for the site.

c) Environmental Site Assessment
   The SFM is to prepare an environmental site assessment to identify the full extent of contamination and remediation measures required for the site. The site assessment is to be prepared in accordance with
State Environmental Planning Policy No 55 Remediation of Land and accompanying guidelines and be submitted with the first development application involving any exposure or excavation of land.

d) **Acid Sulphate Soils**

The environmental site assessment shall include an assessment of the extent to which the site contains acid sulphate soils (ASS) or possible acid sulphate soils (PASS). In the event that ASS or PASS are found on the site, any works involving the disturbance of these sediments will require the preparation of an Acid Sulphate Soil Management Plan to be undertaken by the SFM and submitted with the first development application involving any exposure or excavation of land or be submitted concurrent with any consolidated development application for the SFM site.

5. **Variations**

*(THESE VARIATIONS WERE INCORPORATED IN THE FINAL MASTER PLAN JUNE 2005)*

The Draft Master Plan is to be amended as follows:

a) **Foreshore Promenade** - The width of the foreshore promenade between the Gipps Street Wharf and the Wattle Street footpath is to be increased to 12 metres with a minimum trafficable width of 6 metres, clear of all fixed or moveable obstructions, to cater for emergency vehicle access. To accommodate the extension of the promenade, the outer boardwalk in this location is to be reduced to a width of 6m and is to be used for passive recreation uses only. Outdoor public seating may be provided, however, café/outdoor dining seating and tables are not permitted.

b) **Figures**

(i) Figure 20 “Land and Water Use” on page 96 is to be amended to show that part of the Gipps Street Corridor that is to be allocated to “delivery and circulation”.

(ii) Figure 21 “Transport Movement and Access” on page 102 is to be amended to show the major pedestrian and disabled access through route along Pyrmont Bridge Road, consistent with Maps 16 and 17 of the Ultimo-Pyrmont Urban Development Plan.

(iii) Figure 22 “Urban Design Controls” on page 112 is to indicate the proposed 16 metre height limit of the proposed multi-deck car park.
APPENDIX 5

VISUAL ANALYSIS OF COMMERCIAL BUILDING
Context Plan

1. Sydney Fish Markets Draft Master Plan
2. The Darlington Apartments
3. The Palladium Apartments
4. City West Affordable Housing

Typical Floor Plan

Area 1 - 32 Affected Units
Total west facing, unaffected units below freeway deck = 4
- 1 x units to Level 1
- 3 x units to Level 1 (entry level)
Total west facing, affected units above freeway deck = 32
- 4 x units per level to levels 2-7
- 3 x units per level to levels 8 & 9
- 2 x units to Level 10

Area 2 - 34 Affected Units
Total west facing, unaffected units below freeway deck = 4
- 4 x units to Level 1 (entry level)
Total west facing, affected units above freeway deck = 34
- 4 x units per level to levels 2-8
- 3 x units per level to levels 9 & 10

Area 3 - 25 Affected Units
Total west facing, unaffected units below freeway deck = 3
- 3 x units to Level 1 (entry level)
Total west facing, affected units above freeway deck = 25
- 3 x units per level to levels 2-8
- 2 x units per level to levels 9 & 10

Section A

Sydney Fish Markets Master Plan
Photomontage Analysis from Surrounding Apartment Buildings

Context Plan & Darlington Apartments Plan & Section
18 December 2003
Comparative Views from the Darlington Apartments
Area 2

Photomontage Analysis from Surrounding Apartment Buildings

18 December 2003
Sydney Fish Markets Master Plan
Photomontage Analysis from Surrounding Apartment Buildings

Area 3

Comparative Views from the Darlington Apartments
Adopted SFM Master Plan - Area 3 Level 6
Adopted SFM Master Plan - Area 3 Level 8
Adopted SFM Master Plan - Area 3 Level 10

SREP 26 - Area 3 Level 6
SREP 26 - Area 3 Level 8
SREP 26 - Area 3 Level 10

Draft SFM - Area 3 Level 6
Draft SFM - Area 3 Level 8
Draft SFM - Area 3 Level 10
APPENDIX 1

BUILT FORM AND PLANNING OVERLAY
APPENDIX 2

PLANNING SUMMARY TABLE
<table>
<thead>
<tr>
<th>Element</th>
<th>Existing Site</th>
<th>Expired Master Plan</th>
<th>Proposed Master Plan</th>
<th>Changes to existing Site</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Area</td>
<td>44,000 m²</td>
<td>44,000 m²</td>
<td>44,000 m²</td>
<td>-</td>
</tr>
<tr>
<td>Gross Floor Area (GFA)</td>
<td>19,149 m²</td>
<td>-</td>
<td>35,680 m² **</td>
<td>+1,653 m² **</td>
</tr>
<tr>
<td>Net Lettable Area (NLA)</td>
<td>16,035 m²</td>
<td>26,000 m²</td>
<td>29,674 m² **</td>
<td>+13,639 m² **</td>
</tr>
<tr>
<td>Retail</td>
<td>5,706 m²</td>
<td>-</td>
<td>10,309 m² **</td>
<td>+4,603 m² **</td>
</tr>
<tr>
<td>Commercial</td>
<td>1,736 m²</td>
<td>-</td>
<td>10,880 m² **</td>
<td>+9,144 m² **</td>
</tr>
<tr>
<td>Wholesale</td>
<td>3,005 m²</td>
<td>-</td>
<td>3,012 m² **</td>
<td>+7 m² **</td>
</tr>
<tr>
<td>Auction Hall</td>
<td>3,427 m²</td>
<td>-</td>
<td>3,857 m² **</td>
<td>+430 m² **</td>
</tr>
<tr>
<td>SFM Offices</td>
<td>2,161 m²</td>
<td>-</td>
<td>1,616 m² **</td>
<td>-545 m² **</td>
</tr>
<tr>
<td>FSR (using GFA)</td>
<td>0.44:1</td>
<td>-</td>
<td>0.81:1 **</td>
<td>-</td>
</tr>
<tr>
<td>Public car parks</td>
<td>470</td>
<td>425</td>
<td>993</td>
<td>+523</td>
</tr>
<tr>
<td>Total Open Space</td>
<td>approx. 300m²</td>
<td>4,600m²</td>
<td>7,800m²</td>
<td>+3,200m²</td>
</tr>
<tr>
<td>Fishing Fleet Wharf</td>
<td>10</td>
<td>N/A - didn’t apply to water</td>
<td>19</td>
<td>+9 berths (not part of formal Master Plan)</td>
</tr>
</tbody>
</table>

**Note:**

** denotes areas/calculations that are indicative only at this stage. These figures reflect the Master Plan drawings included. The figures may change at the DA stage.