

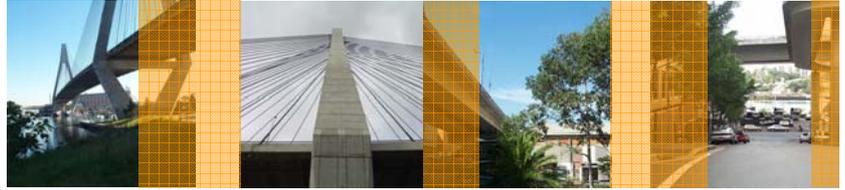
## Appendix A: Existing Land Use and Operations

### 1.0 Background

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This report aims to describe existing land uses within the study area and detail operations pertinent to each site. For each site, this report specifically outlines:

- Economic activity and operations;
- Site access;
- Waste management; and
- Existing services.



## 2.0 Site Descriptions and Operations

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### 2.1 NSW Maritime – Minor

The NSW Maritime ‘minor’ site is a small triangle of undeveloped land with mature trees located at the northernmost tip of the study area. The landscaped triangle of land does provide natural landscaping for the area, with vegetation visible from the bay and from land. The site contains underground high voltage cables, and is also on a steep gradient therefore limiting development potential.

**Figure 2.1: NSW Maritime minor site**



Source: Maunsell Australia Pty Ltd

### 2.2 No. 1 Bank Street

The building form at No.1 Bank Street was originally built for light industrial uses, however the site is currently used mostly as a residential property. The red-brick buildings are built around a small private courtyard which opens onto the bay. There is a wharf at the rear of the property.

**Figure 2.2: No.1 Bank Street**



Source: Maunsell Australia Pty Ltd

### **2.2.1 Economic Activity**

None.

### **2.2.2 Access**

Access from Bank Street is via a gateway off the courtyard that also provides off-street parking at No. 1 Bank Street. Pedestrian access to the property is via the same gateway.

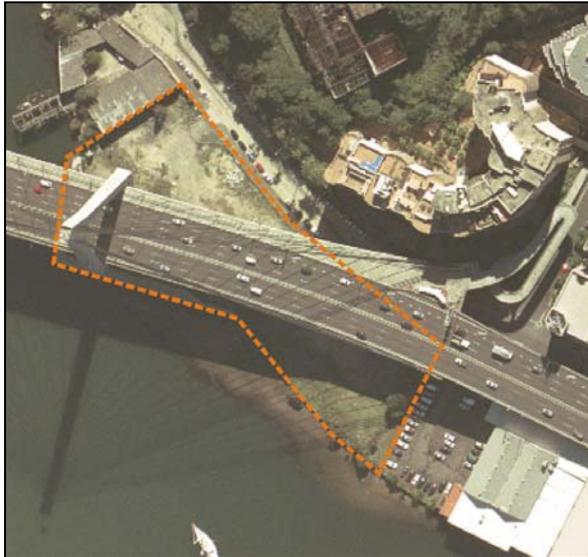
### **2.2.3 Waste**

As a residential property, waste is placed into carry bins or Mobile Garbage Bin (MGB) 'wheelie bins' and collected by City of Sydney Council on a weekly basis. Recycling crates are provided for single dwellings by Council and are also collected on a weekly basis.

## **2.3 NSW Maritime Site**

This is a large vacant site beneath Anzac Bridge, belonging to the NSW Maritime. The area around the bridge supports of Anzac Bridge is owned by the RTA. Although vacant of development, there is a small number of small passive craft stored at the site. A number of easements exist over the site generally, related to Anzac Bridge and Western Distributor.

**Figure 2.3: NSW Maritime site**



Source: Maunsell Australia Pty Ltd

### **2.3.1 Economic Activity**

None.

### **2.3.2 Access**

Vehicular access is provided via three gates positioned in the chain-link fence which currently borders Bank Street at the northern, central and southern end of the site. There is also a dilapidated wooden boat ramp positioned at the northern end of the site to allow water access, which has been provided by short-term license holders, NSW Dragon Boats. It looks to be potentially unsafe, and would be removed when future redevelopment of the site occurs.

### **2.3.3 Waste**

The site is currently vacant and fenced with no waste management arrangements in place. Waste does not appear to be generated on site, however there is an existing stockpile which has been deposited here.

**Figure 2.4: Stockpile on NSW Maritime site, May 2004**



Source: Maunsell Australia Pty Ltd

## 2.4 Poulos Bros Seafood

The Poulos site currently contains a seafood processing plant, distribution centre and an office with parking for trucks and cars.

**Figure 2.5: Poulos Bros**



Source: Maunsell Australia Pty Ltd

### 2.4.1 Economic Activity

Poulos is a family owned seafood company established in 1968. Poulos are one of the largest fish producers, wholesalers and exporters of fish produce in Australia and are firmly established in the market. Poulos have established an export certified distribution centre here, facilitating activities such as cold storage, wet fish processing and distribution.

Poulos currently employ between 65 and 80 staff at any one time, with long operating hours from 3am to 5pm everyday, extending to 9pm where required. Poulos activities are concentrated along Bank Street with four outlets at the nearby Sydney Fish Market (SFM). Their waterfront location in the study area facilitates movements of fish produce for exports, and their wholesale and retail outlets at the SFM.

### 2.4.2 Access

There are two vehicle access points to the site, one positioned at the northern end of the site, and the second further south. It appears that the southern access is not used, as vehicles currently park across the entryway (**Figure 2.6**). There is no defined pedestrian entryway, or any water access to this site. Local area traffic calming along Miller Street encourages heavy vehicles to use the arterial roads for access.

**Figure 2.6: Poulos site access**



Source: Maunsell Australia Pty Ltd

### **2.4.3 Waste**

The current operation as a fish processing facility generates amounts of fish waste, which is placed into 3m<sup>3</sup> front end lift (FEL) bins (**Figure 2.7**) and collected on a daily basis, due to its potential to putrefy and become odorous.

**Figure 2.7: Poulos FEL bins, May 2004**



Source: Maunsell Australia Pty Ltd

## 2.5 Bidvest

Bidvest utilise this site for food services (storage and distribution) and an office.

**Figure 2.8: Bidvest**



Source: Maunsell Australia Pty Ltd

### 2.5.1 Economic Activity

Bidvest operate food storage facilities and wholesaling (including fish) from their Bank Street site in addition to their corporate operations. Relative to other businesses within the study area, Bidvest are recent arrivals, operating from their site since 1997. Bidvest are involved in distributing dry, chilled and frozen foods to various restaurants and shops across Sydney. Bidvest (operating as Stephenson's Pty Ltd) did have an indirect involvement in fish retailing (Peter's Fish Market) through its parent company, Bidvest Australia. However, this was divested in November 2000 and sold to Poulos Bros.

Bidvest operate another 27 branches, with two of these operating at SFM and at Homebush Bay. At this site, Bidvest employ approximately 70 people and operate 24 hours a day.

### 2.5.2 Access

Vehicular access to this site is provided via two gates, one for entry to the site (the southernmost), and one for exiting (closest to Poulos). There is a small wharf, but this is not used for business operations.

**Figure 2.9: Bidvest Site Access**



Source: Maunsell Australia Pty Ltd

### **2.5.3 Waste**

The current operation as a food processing facility operated by Stephenson's Pty Ltd generates small amounts of mainly factory and office waste. This is currently collected, placed in a 3m<sup>3</sup> FEL bin and collected by FEL compactor vehicles either on a regular service or on-call service.

**Figure 2.10: Bidvest FEL bin, May 2004**



Source: Maunsell Australia Pty Ltd

## **2.6 Hymix (North and South)**

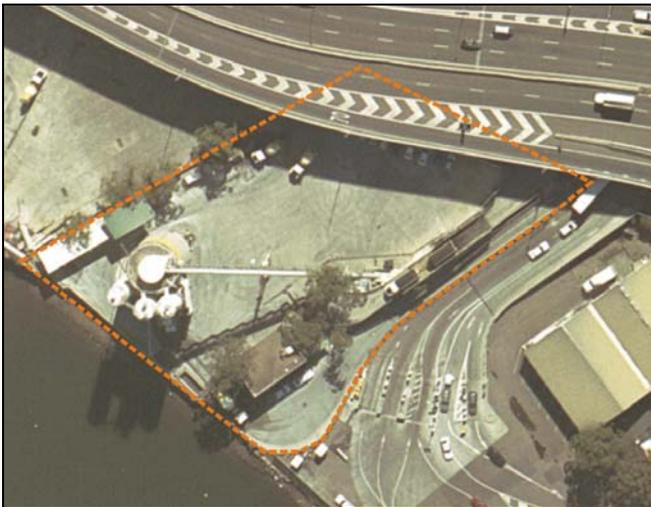
Hymix operate a concrete batching plant, distribution centre and office from their two Bank Street sites (and also utilise the Miller Street Lot, see below). The Hymix North site is used for parking and access to a jetty, (which Hymix lease out for Charter Boat berthing), whilst their southern and larger site holds the batching plant, distribution centre and office and is where most vehicle movements (loading and unloading) take place. A large amount of infrastructure is in place at the southern Hymix site, which would be a major constraint to any relocation.

**Figure 2.11: Hymix North**



Source: Maunsell Australia Pty Ltd

**Figure 2.12: Hymix South**



Source: Maunsell Australia Pty Ltd

### **2.6.1 Economic Activity**

Hymix are a concrete supplier operating a concrete batching plant adjacent to the SFM. The premises were formerly occupied by another cement supplier, Australian Cement, which operated as a joint venture involving Hanson Construction Materials Pty Ltd.

Hymix currently employ 40 staff on site, with another 70 jobs offsite directly linked to activities at their Bank Street plant, with operations here turning over around \$25-30 million. A number of different activities are performed on site, reflected in the mix of occupation types at the site which range from cement batchers and truck drivers, laboratory works, sales representatives and management. The proximity of the site to the city allows easy access to construction sites in and around the Sydney CBD (65%). The remaining 20% distribute to the west, 7.5% to the south and 7.5% to the north.

## 2.6.2 Access

Vehicles enter the site at the southern end and exit at the northern end. Hymix vehicles can also exit the site via the SFM signalised intersection with Bank Street and Miller Street. The SFM site access road also provides egress for vehicles from the adjacent Hymix<sup>1</sup> site. Trucks can exit via the southernmost boundary of the site. Hymix do not have water access from their operating site, however there is a wharf on the site they lease to a charter boat site manager (Hymix North).

Figure 2.13: Hymix egress adjacent to SFM

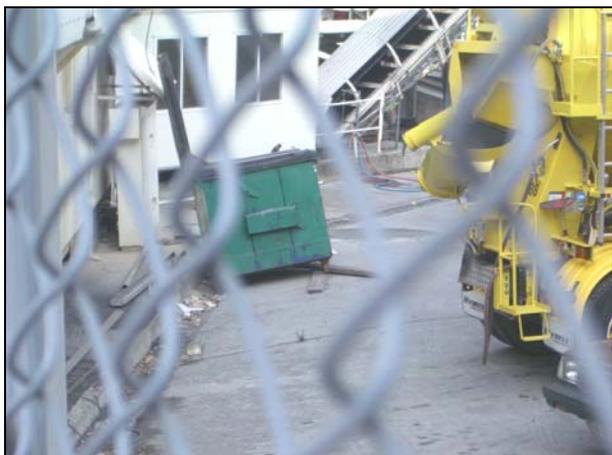


Source: Maunsell Australia Pty Ltd

## 2.6.3 Waste

As a concrete batching plant, the majority of the on-site generated wastes are low volumes of packaging and scrap materials from the site offices. These are currently collected, placed in a 3m3 FEL bin and collected by FEL compactor vehicles, shown in **Figure 2.14**.

Figure 2.14: Hymix FEL bin, May 2004



Source: Maunsell Australia Pty Ltd

<sup>1</sup> Upgrades proposed by the SFM Master Plan Traffic and Transport Analysis Maunsell (2003) include the existing Hymix egress, which would become a vehicle actuated approach that would not run every cycle

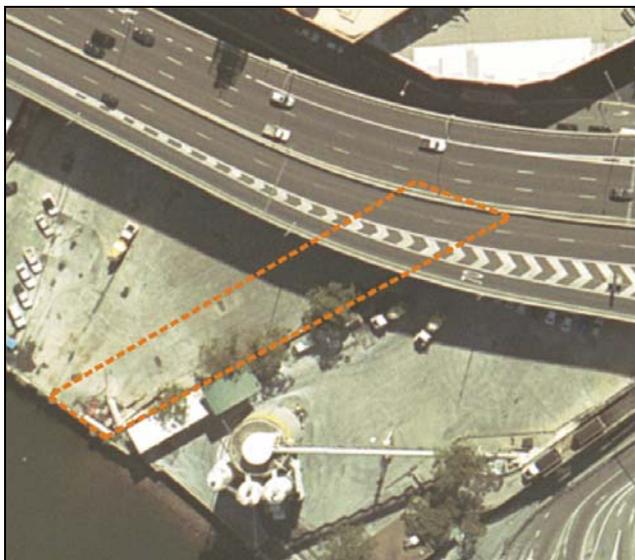
At most concrete batching plants, small volumes of residual materials from the concrete agitator vehicles are usually washed out on-site into a bunded area where they are allowed to dry out and then either loaded into an FEL bin or a skip, which is hired specifically for that purpose for removal.

Part of the Hymix North site is used by commercial boat cruise operators and boat maintenance companies that make use of the wharf for moorings. A number of companies operate from this wharf and each has made their own waste arrangements. These generally consist of emptying solid waste from the boats into a 1.5m<sup>3</sup> or 3m<sup>3</sup> FEL or Rear End Lift (REL) bin collected by various commercial waste contractors. At the time of inspection (May 2004), there were four 3m<sup>3</sup> and 1.5m<sup>3</sup> FEL bins and one 3m<sup>3</sup> REL bin on-site.

## 2.7 Miller Street Lot

As this lot is situated between the Hymix North and south sites, Hymix have been leasing it from the NSW Maritime and using it for car parking.

Figure 2.15: Miller Street Lot



Source: Maunsell Australia Pty Ltd

### 2.7.1 Economic Activity

The Miller Street Lot is currently utilised by Hymix, primarily for parking.

### 2.7.2 Access

Vehicles can access the charter boat facility via a gate in the chain-link fence. There is room for a small number of vehicles to park.

## 2.8 Existing Services

### 2.8.1 Sewerage

A sewer main carrier runs along Bank Street from its corner with Bowman Street and continues along Jones Street, gravitating to Sewer Pump Station (SPS) No.2 located on the southwest corner of the intersection of Pyrmont Bridge Road and Wattle Street. Along Bank Street, the main drains sewerage from properties fronting Bank Street and is commonly referred to as the 'Bank Street carrier'.

### **2.8.2 Water Supply**

The main water reticulation system is located on both sides of Bank Street. The existing buildings within the study area are directly connected to the main 180mm diameter supply line in Bank Street and it is assumed that they have their own separate metering system.

### **2.8.3 Stormwater**

There are four stormwater drains that traverse through the study area and discharge to Blackwattle Bay. The locations of these pipes are described below:

- Council drain, located on Bank Street about 120m northwest of the corner with Quarry Master Drive, which drains the northern end of Bank Street;
- Council drain of unknown size, located at the northern end of property No. 21-29 (Poulos), which drains a partial section of Bank Street;
- RTA drain of unknown size, located at the south-eastern corner of property No.37-39 (Hymix) servicing the overhead Anzac Bridge approach; and
- Council and SWC drains of unknown size, located beneath the main entrance road to the SFM.

### **2.8.4 Electricity**

The GHD report (*Final Report on Infrastructure Services Review, 2001*), identified three substations, all of which are located on Bank Street. Two substations (No. 1/S2700 and No. 2/S6838) are located near the corner of Bank and Miller Streets and currently service the concrete batching plant, the commercial/storage facilities north of the SFM site and Anzac Bridge overpass. The third substation (No. 5916) is located opposite Quarry Master Drive and services the street network and the areas north of the study area including Bowman Street.

### **2.8.5 Telecommunications**

An existing telecommunications network exists in Bank Street and although primarily owned by Telstra, it also houses infrastructure owned by other authorities. Optus telecommunication infrastructure is located on the east side of Bank Street and Miller Street. AAPT also has infrastructure on the west side of Bank Street between Miller Street and Quarry Master Drive.

### **2.8.6 Gas**

An existing 32mm, 210kPa pipe is located on the west side of Bank Street, extending from Bowman Street to the northeast corner of the SFM site. A larger 50mm pipe (210kPa) is located on the east side of Bank Street and extends between Quarry Master Drive and Miller Street.