

13 July 2021

To who it may concern:



RE: DDA Requirements for the landing pontoon

Sydney Fish Market Pty Ltd (SFM) have been made aware that the silt curtain during the construction of the new Sydney Fish Market will remove access to the public pontoon that is currently used for private vessels to drop off passengers to the Sydney Fish Market. This means that it will need to be moved to an agreed location provided by the Sydney Fish Market at the timber wharf. Due to this relocation a new pathway needs to be created for pedestrians to travel from the timber wharf to the Fish Market.

SFM acknowledge that:

- the public pontoon is a convenience for private vessels only and at no times serves as access to/from public transport.
- existing elements and walkways are being used as part of the walkway solution and that the option presented is agreed as best for operation and pedestrian safety with the users and operational management, notwithstanding departures from the access standards for these elements.
- The guiding principle of the proposal of the relocated pontoon and new accessway is to better or match existing conditions to those currently in place at the existing Sydney Fish Market, rather than upgrade current potential DDA non-compliances to be DDA compliant.
- It is unavoidable that the new accessway is longer in distance and less direct path than the original accessway.

SFM confirm dispensation of AS1428.1 access requirements for landing pontoon and gangway structure as these are existing elements to relocated as well as the existing line marked portion of the car park and access ramps at the building entrance. We note that the current pontoon wharf and gangway is intended to be reused, and doesn't comply with AS1428.1 and DSAPT 2002 and BCA Part H2 because of the following:

- For the Existing Pontoon and Gangway to be relocated:
 - Lack of TGSIs to wharf edge
 - Lack of seating to pontoon (as a waiting area)
 - Lack of handrails, kerbs and TGSIs to gangway ramp
 - Insufficient width of gangway



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- Inappropriate transitions of gangway to shore and pontoon
- Gangway length likely insufficient to maintain required gradients with changing tide (i.e. it will be excessively steep for long durations)
- Poor overall condition of gangway surface
- Gate to gangway does not offer accessibility (circulation, contrast, style of latch etc.)
- For the Existing Pathway:
 - Existing cross falls in the carpark.
 - Lack of TGSIs
 - Poor surface condition in some areas
 - Lipping, damage and gaps between boards

SFM confirm that we understand the above guiding factors and that the existing elements that will be used as part of the new pathway are potentially not DDA compliant however the new pathway will not create a worse off situation (except for being unavoidably longer and less direct than the existing pathway as noted above).

Yours sincerely,



Michael Guilday
General Counsel

Attachment 1 – Scope of Existing Pathways and Elements to be Used



UNCONTROLLED PAGE REVIEW
02/07/21

BMV
BENTLEY MEDIA VISION

IN COLLABORATION WITH
NSW GOVERNMENT

NSW GOVERNMENT
TRANSPORT FOR NSW

PROJECT LEADERS
NSW GOVERNMENT

PROJECT MANAGER
NSW GOVERNMENT

DESIGNER
NSW GOVERNMENT

CONSULTANT
NSW GOVERNMENT

DATE
02/07/21

SCALE
AS SHOWN

SCOPE PLAN: EXISTING PATHWAY AND ELEMENTS TO BE USED AS PART OF THESE WORKS