

16 October 2019

The Hon. Rob Stokes MP,
Minister for Planning and Public Spaces,
GPO Box 5341,
Sydney NSW 2001

Dear Minister

I am writing to express The Glebe Society's opposition to the redevelopment of the Sydney Fish Market at the proposed new site on Bridge Road, Glebe.

We are still awaiting the DA for the site, but the Premier last month (September 19, 2019) ⁱ announced the cost of the development had risen to an estimated \$750 million. We call on the State Government to explain and justify the business case for building on the new site, rather than redeveloping the current site.

The Glebe Society objects to the proposed new location, at the head of Blackwattle Bay over the water, and on the extremely busy Bridge Road thoroughfare.

For fifty years the Glebe Society has fought for, and achieved, public access to the waterfront of Glebe, beginning at Bridge Road through to Orphan School Creek. Now that the industries are moving out from Bridge Road along Blackwattle Bay, we want to see free and unrestricted non-commercial public access to the foreshore, and the connection of Wentworth Park to the waterfront.

The proposed building would appear to restrict access to the waterfront. It would also create a significant barrier between Wentworth Park and Blackwattle Bay.

The Society is concerned about the plan to build over water, alienating the head of Blackwattle Bay, and risking stirring up toxic sediment.

The Society is particularly concerned about access to the proposed Fish Markets. The current markets have truck access and car parking off a side road, and are near a light rail station.

The proposed Fish Market would be located on a busy thoroughfare.

The footprint of the proposed Fish Market is less than half the current establishment. The plan to build car parking below sea level raises questions of whether there will be adequate spaces, along with concerns about disturbing toxic sediments that would impact the rest of Blackwattle Bay.

The new market will also need to cater to the trucks that deliver the approximately 90 per cent of fish stocks that come by road from outside Sydney and overseas.

The Premier's press release announcing the cost increase also stated that visitor numbers to the new Sydney Fish Market "are set to more than double to over five million a year".

How will the anticipated five million visitors get to the Fish Markets? They won't all be able to park in the underwater car park, or in the back streets of Glebe.

The Deloitte Access Economics Report, "A redeveloped Sydney Fish Market: enhancing its wider economic and social impacts" reports that 42 per cent had problems with transport or parking availability (Figure 1.2).ⁱⁱ This is for three million visitors. If those numbers find parking and transport unsatisfactory now, what will the projected 5 million find at a site which will have fewer parking spaces?ⁱⁱⁱ The traffic and transport situation will only be exacerbated if the proposed re-development of the current Sydney Fish Market site, with over 2700 apartments, proceeds.

The 2019 Deloitte Access Economics report, "Wider social and economic impacts of a redeveloped Sydney Fish Market", estimates 25 per cent of the 5 million plus visitors will come by car, and acknowledges "this will represent an increase in car traffic around the area" and that congestion around SFM at peak visitation times could worsen. It further acknowledges "increased traffic from higher visitation may have ongoing negative impacts on the area's amenity."^{iv}

The recent report by the Greater Sydney Commission, "Western Harbour Precinct including the Pyrmont Peninsula, Planning Framework Review Report", which covers the proposed new Sydney Fish Market site, found "the quality of place is impacted by regional traffic corridors, including cross regional traffic and freight", and that there "are barriers to a connected and reliable transport network supported by a fine-grain pedestrian network".^v

Traffic around the site, and transport to it, pose significant problems, problems that will severely impact the neighbouring Blackwattle College, and Glebe residents.

The Society accepts that the current site is rundown and that it needs redevelopment. However we reject the current proposal, on the basis of its negative impact on Glebe and Blackwattle Bay. We ask that you reject the proposal and instead support redevelopment on the current site.

We further request a meeting with you to elaborate on these concerns.

Yours sincerely,



Brian Fuller,
President,
The Glebe Society

ⁱ <https://www.nsw.gov.au/your-government/the-premier/media-releases-from-the-premier/new-fish-markets-a-step-closer/>

http://images.content.deloitte.com.au/Web/DELOITTEAUSTRALIA/%7B7636e4ae-4aaf-4c7c-bd36-ac63efc0c1e6%7D_20180822-eco-dae-sydney-fish-market-impact-report2.pdf?utm_source=eloqua&utm_medium=email&utm_campaign=20180822-eco-inbound-dae-sydney-fish&utm_content=cta&elq_mid=234&elq_cid=249336

ⁱⁱⁱ Wider social and economic impacts of a redeveloped Sydney Fish Market, Deloitte Access Economics. P.

⁶ https://www.sydneyfishmarket.com.au/LinkClick.aspx?fileticket=LYrHz2_gPCc%3D&tabid=54&portalid=0&mid=370

^{iv} *ibid* p. 21

^v https://gsc-public-1.s3.amazonaws.com/s3fs-public/western_harbour_and_pyrmont_planning_framework_review_report.pdf

