

Pymont Progress

Working to make Pymont a more attractive place to live, work and visit

PO Box 560, PYRMONT NSW 2009

24th October 2010

NSW Planning
The Planning Officer
amy.ravitz-williams@planning.nsw.gov.au

RE: MP10_0060 Sydney Fish Market Redevelopment

To Whom It May Concern,

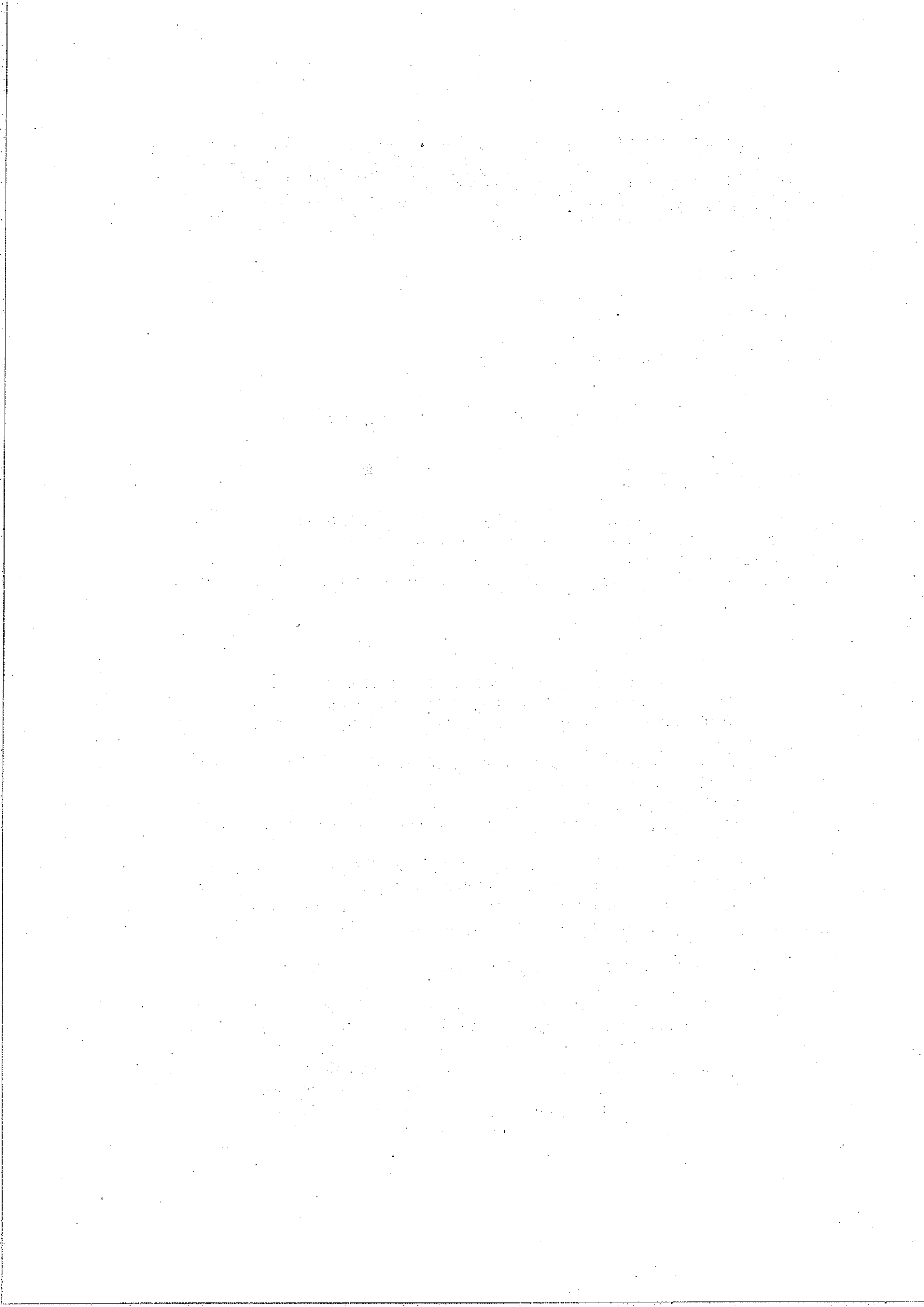
Residents of Pymont and Blackwattle Bay have been waiting many years to see a revitalisation of the Fish Markets and the surrounding foreshore. This DA; however, is not that revitalisation but merely a new and enlarged version of the existing facility perpetuating the same problems for customers and the neighbourhood that exist today.

The issues that need to be address in a redevelopment of the Fish Markets are:

1. The building acts as a barrier between the foreshore and surrounding streets rather than an inviting structure to attract tourists and locals
2. The site is difficult to access by car and through traffic is blocked during busy times
3. The site is dangerous to access on foot as you need to cross major roads to reach it from any direction
4. The Market often feels like it is at war with itself with commercial traffic such as refrigerated semi-trailers navigating the same car park and access road as retail traffic
5. The Market makes no attempt to integrate with other parts of the foreshore to create a "destination location" for tourism or shopping
6. The Market comes with its own distinctive smell during the summer months which putts off many tourists and keeps locals at home

This DA makes no attempt as solving these issues and even exacerbates some.

When the existing Fish Market building was approved it was in the context of a commercial bay surrounded by industrial facilities. In that context a prefabricated concrete factory building was appropriate. The current DA still has the look of a non-specific commercial building in contrast with landmark Fish Markets in other major cities that go to great lengths in their design to evoke an open-air market atmosphere inviting to tourists and regular customers. The design also pays lip service in addressing the waterfront with a simple line of restaurants and cafes where the opportunity exists to properly integrate the development with the waterfront.



The bulk of the building, and especially the carpark, is massive and goes further in isolating the foreshore from surrounding neighbourhoods than the existing structure. The view of the Market from the Anzac Bridge, from the North and from the East will be simply of a giant carpark while the additional height of the building will enclose the road and pedestrian areas under the Anzac Bridge approaches leaving them dark for much of the day.

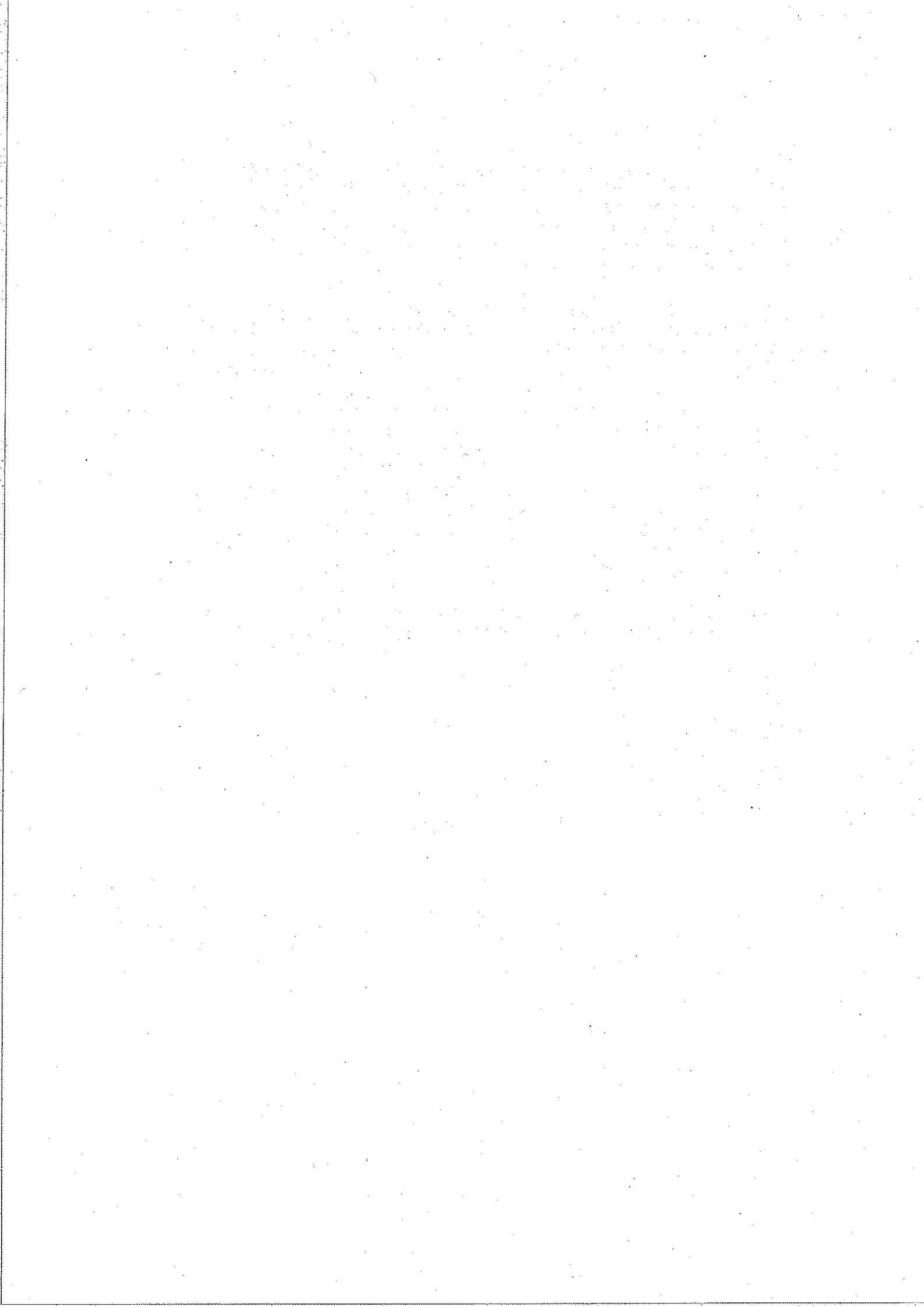
Rather than provide underground parking with dedicated accessways to alleviate conflicts with through traffic as is done in many new shopping centres, this DA perpetuates the existing congestion by using the same access point and devotes precious foreshore land and views to above-ground multistorey carparking.

With other lots along the Blackwattle Bay foreshore are now being considered for commercial and recreational activity this DA does nothing to address integration with these developments either for access or mutual commercial benefit.

In the days when Blackwattle Bay was entirely an industrial zone the distinctive Fish Market smell was only one of many odours wafting across the bay. That is not the case now and anyone who has visited other major markets knows that it does not have to be this way. This DA should be addressing in detail how the new facility has been designed to deal with this issue yet this has not been done.

In conclusion PPI is of the view that this DA should be rejected, as a new Fish Market should mean a better Fish Market – not simply a bigger Fish Market. It should solve the well-known social and commercial issues of the existing Market and not simply perpetuate them.

Yours Sincerely,
Peter Connolly
President
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Ph: 041 847 3337



Blackwattle Cove Coalition

John Brooks, Convenor
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26 October, 2010

The Director,
Department of Planning,
23-33 Bridge Street,
SYDNEY. NSW 2009

Attention Amy Ravitz-Williams

MP10 0060 – Redevelopment of Sydney Fish Markets

The Blackwattle Cove Coalition is a community group representing resident and commercial interests in the Pyrmont, Glebe and Ultimo precincts. Our objective is to encourage state and local authorities to improve the amenity of these suburbs and their surrounds, including access. We have been working with the Sydney Fish Markets ("SFM") for a number of years to realise its redevelopment in a manner that will provide better linkages with Pyrmont, Wentworth Park and Glebe, including foreshore walkways, bicycle tracks and traffic management, and improved visual amenity from the park.

The plan under review represents a significant improvement on the current amenity of the SFM and avoids the overdevelopment approved under the previous SFM Master Plan, although it is not the optimum and is constrained by the resources available. We have a number of comments to make on the details of the proposed redevelopment.

- 1.0 Built Form – By keeping the height of the buildings at no more than level with the Western Distributor, the building footprint, of necessity is greater. The building height will have no major impact on views. A driver of the height of Building A is the increase in provision of car parking spaces from the current 417 spaces to 622 spaces. We appreciate that the redevelopment will attract more retail custom, and note that this may be spread over a longer period of time within a 24 hour period as new cafes, restaurants and the tavern will be open in the evenings. It is also proposed to increase wholesale facilities, all of which will increase the demand for parking.

We support the provision of more parking provided that:

- i. The design provides adequately for clearing the higher volumes of traffic to and from the parking areas
- ii. the higher levels of traffic can be separated more effectively from pedestrians. See our recommendation in Paragraph 3.0(i), below.
- iii. The height of the car park building does not exceed the height of the Anzac Bridge approaches

- 2.0 Public Domain – The amount of open space provided in the current plan is substantially more than that provided in the earlier Master Plan prepared by SHFA. The earlier MP provided for a 1,830 sq m square, and a 575 sq m park. The latest plan provides for a 2,100 sq m plaza and a park area comprising 764 sq m of dining area and 2,480 sq m of lawn. The removal of buildings from the western foreshore greatly enhances the whole experience of outdoor dining and public recreation. We commend the plan in this regard.

- 3.0 Pedestrian Access – We note that pedestrian access from the Pymont Bridge Road/Bank Street intersection will no longer be possible. The plan limits pedestrian access to the Wentworth Park entrance at the Pymont Bridge Road/Wattle Street intersection and a crossing at the western (bottom) end of Miller Street adjacent to the Fish Markets light rail stop. At present, that crossing requires pedestrians to navigate traffic streams entering and leaving the Fish Markets, as well as through-traffic to Bank Street and the Hymix concrete batch plant.

We support the proposal provided that pedestrian safety is enhanced by:

- i. moving the Fish Market vehicle entrance/exit towards Pymont Bridge Road, before the pedestrian crossing, so that pedestrians only need to cross Bank Street through-traffic
- ii. providing clear signage directing pedestrians from Pymont and Darling Harbour to walk down Union and Miller Streets, rather than along Pymont Bridge Road.

- 4.0 Pedestrian Amenity - We welcome the provision of both a paved waterfront promenade and boardwalk and support the separation of pedestrian and cyclist access along the foreshore from the site's operational areas and routes at the southern end of the site.

We are particularly pleased with the planned covering of the Bay Stormwater outlet between the SFM and Site B1 (Blackwattle Bay) at the Pymont Bridge Road lights opposite Wentworth Park. This is a great improvement on the treatment proposed by NSW Maritime and will provide a fitting entrance to the SFM.

The plan for a reed bed at this point is supported provided that there is regular cleaning and maintenance to remove water and wind borne rubbish that accumulates already in this part of the Bay.

- 5.0 Waste Disposal - The plan makes the Wentworth Park/Bridge Road entrance one of the two principal means to access to the Fish Market with a wide walkway and eating area immediately between the main market building and Blackwattle Bay. The design of the retail arcade within the market building forces shops to dispose of packaging and other waste material onto that walkway. That waste presents a most unattractive appearance to what will become the main entrance to the Fish Market area and attracts birds that scavenge in the waste.

We strongly recommend that:

- i. all waste be separated from the public by attractive screens and covered by wire mesh to discourage birds from scavenging.
- ii. All packaging and putrescible waste is treated to reduce odours.

- 6.0 Traffic – Traffic management remains the most intractable problem associated with any redevelopment of the SFM. It is hard to reconcile our personal daily experience with the EA Assessment statement that the level of service of the Bank/Miller Street intersection operates at “a satisfactory capacity during the pm peak period.” By increasing the number of parking spaces, it is inevitable that more traffic congestion will be generated in the appalling Pymont interchange area. The poor design of the interchange whereby four lanes are squeezed into two between Pymont Bridge Road and Miller Street, ensures that northbound traffic is held up by traffic turning into the SFM from both Bank Street north and Miller Street, and by pedestrians crossing at the Fish Markets station.

We recommend that the changes suggested in 3.0 (i) above, will alleviate some of this present traffic congestion.

- 7.0 Transport – With the extension of the light rail to Dulwich Hill and in the CBD, it is to be hoped that fewer visitors to the SFM will chose to use their vehicles. Whilst the 501 bus service drops passengers reasonably close to the SFM its service is restricted at weekends, the peak SFM period of operation. The 443 bus stops are several blocks away but require effective signage to direct visitors to the SFM. See recommendation 3.0(ii).

We encourage the government to introduce a new ferry service which stops at the proposed White Bay Cruise Passenger Terminal, Pyrmont Point and Blackwattle Bay at the SFM.

- 8.0 Cycleways – There are two classes of cyclists – commuter cyclists who seek the shortest and quickest routes from A to B; and recreational cyclists. The former tend to ride at high speed and we support the City of Sydney's proposal for a dedicated (not shared) direct cycle path along Bank Street keeping to the east of the new and retained buildings to link up with Pyrmont Bridge Road.

We recommend that:

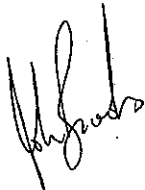
- i. recreational cycling be restricted to the paved promenade, leaving the boardwalk free for pedestrians.
- ii. provision be made for a commuter cycleway along Bank Street to avoid the current conflicts that occur between speeding cyclists and pedestrians.

- 9.0 Landscaping – We are concerned at the plans to remove the large Hills figs from the eastern carpark area which currently screen the existing buildings from the Western Distributor, from the view of Bulwara Road residents, and occupants of 55 Miller Street. The plans indicate that no trees will be planted to replace these figs. We recommend that the majority be retained in situ or new more suitable trees introduced to soften the views of the back of the existing building and Building A. We support the removal of exotic palms on the site. We also note plans to introduce NZ flax to the site and recommend that *only* local native species be used, and that hybrids also be avoided. We are pleased to see the reintroduction of Port Jackson figs to the Waterfront Park as these were the dominant local species in this area at settlement. Local volunteers have transformed areas along the light rail corridor into areas of native habitat and any landscaping should complement their efforts.

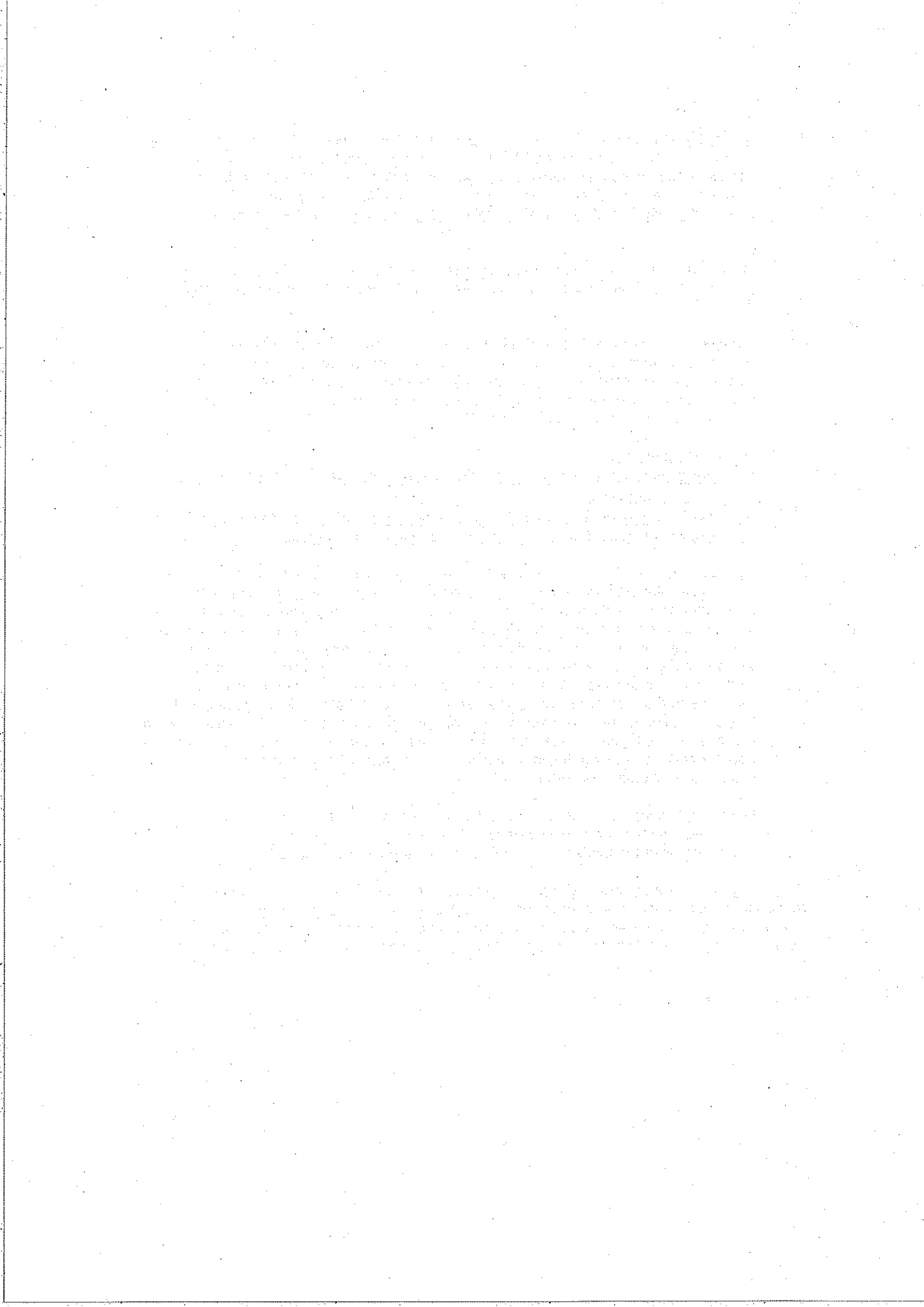
We strongly support the proposal to retain the services of an arborist to ensure the continued health of the new vegetation. It is essential that there be ongoing management of the landscaping until the plants are well established.

As the upgrade of the Sydney Fish Markets has been delayed for many years and is now in very poor condition with regards to waste disposal, shabby buildings blocking the foreshore, crumbling seawalls, etc., we urge speedy approval and implementation to bring this facility up to a standard that can confirm its world class status as a harbourside fishmarket – its primary purpose.

Yours sincerely,



John A Brooks
Convener



From: Martin Bayliss <martinbayliss@hotmail.com>
To: <amy.ravitz-williams@planning.nsw.gov.au>
Date: 26/10/2010 11:26 am
Subject: Sydney Fish Market redevelopment

Dear Planners

As a frequent customer of the Sydney Fish Market for the past 20 years or more, may I say how pleased I was to hear that planning seems finally to be turning to the possibility of action on redeveloping the site.

However, this enthusiasm is tempered by the scant attention being paid in the current plans for redevelopment to key problems to which much better solutions could be found.

My particular concerns cover

1. Access. I have in the past had to drive to reach the Fish Market. This has always been a miserable experience, given the difficulty of access, the traffic congestion, the limited and expensive parking, the hazardous mix of the car park.

More recently, I have walked to the Fish Market - earlier from Glebe and now from Pyrmont. I was and am faced with the difficulty of having to walk along and/or cross main roads to reach the market and then to deal with mixed traffic - cars, trucks, forklifts etc - all sharing the same congested area inside the market.

2. Aesthetics. In the past, the Fish Market blended seamlessly into an industrial wasteland. However, the area has been dramatically redeveloped over the past decade, with a large increase in residential accommodation generally of a high standard. As part of this redevelopment, much attention has been paid to opening up access to the harbour both as a pedestrian haven and visual feast.

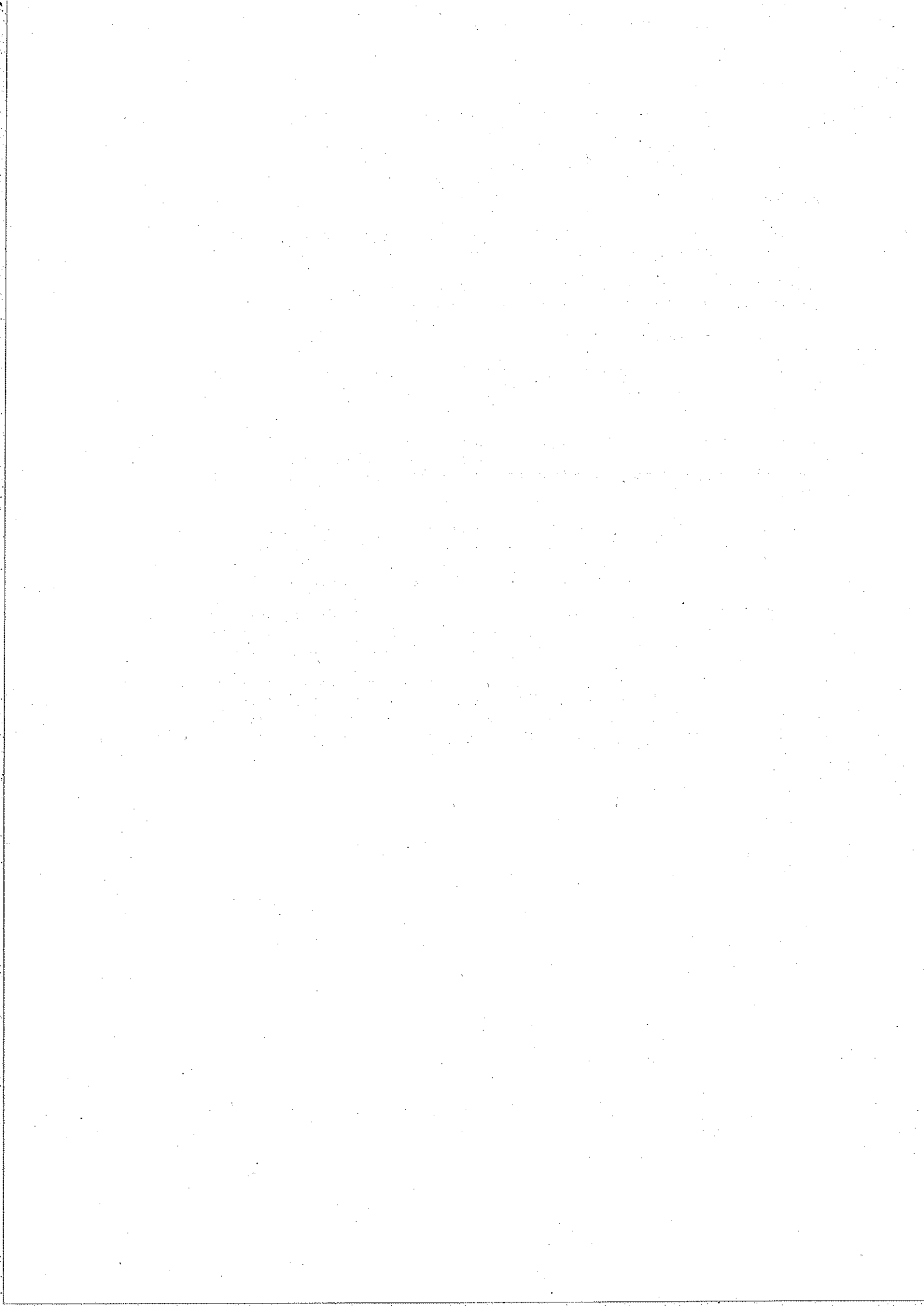
What is planned for the Fish Market will do nothing to improve the eye (and nose-) sore that now sticks out as an anomaly in the area. Much more could be done to improve the visual, vehicular and pedestrian approaches - and to open the nearby sections of foreshore still blocked to public access.

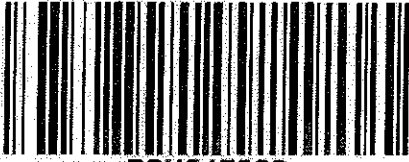
It would be possible to redevelop the foreshore area including the fish market and adjacent industrial zone to a redevelopment that would be truly world class, would further enhance the attractiveness of the inner west, and would act as a major draw for tourists and business alike. Unfortunately the current plan does none of that, though others have made detailed proposals that would offer many advantages that would benefit all.

Please think again.

Yours Sincerely

Martin Bayliss
43/56 Pirrama Road
Pyrmont NSW 2009





PCU015838

Department of Planning
Received

22 OCT 2010

Scanning Room

Major Proposals in hand,
Dept. of Planning,
PO Box 39,
Sydney, NSW, 2001.

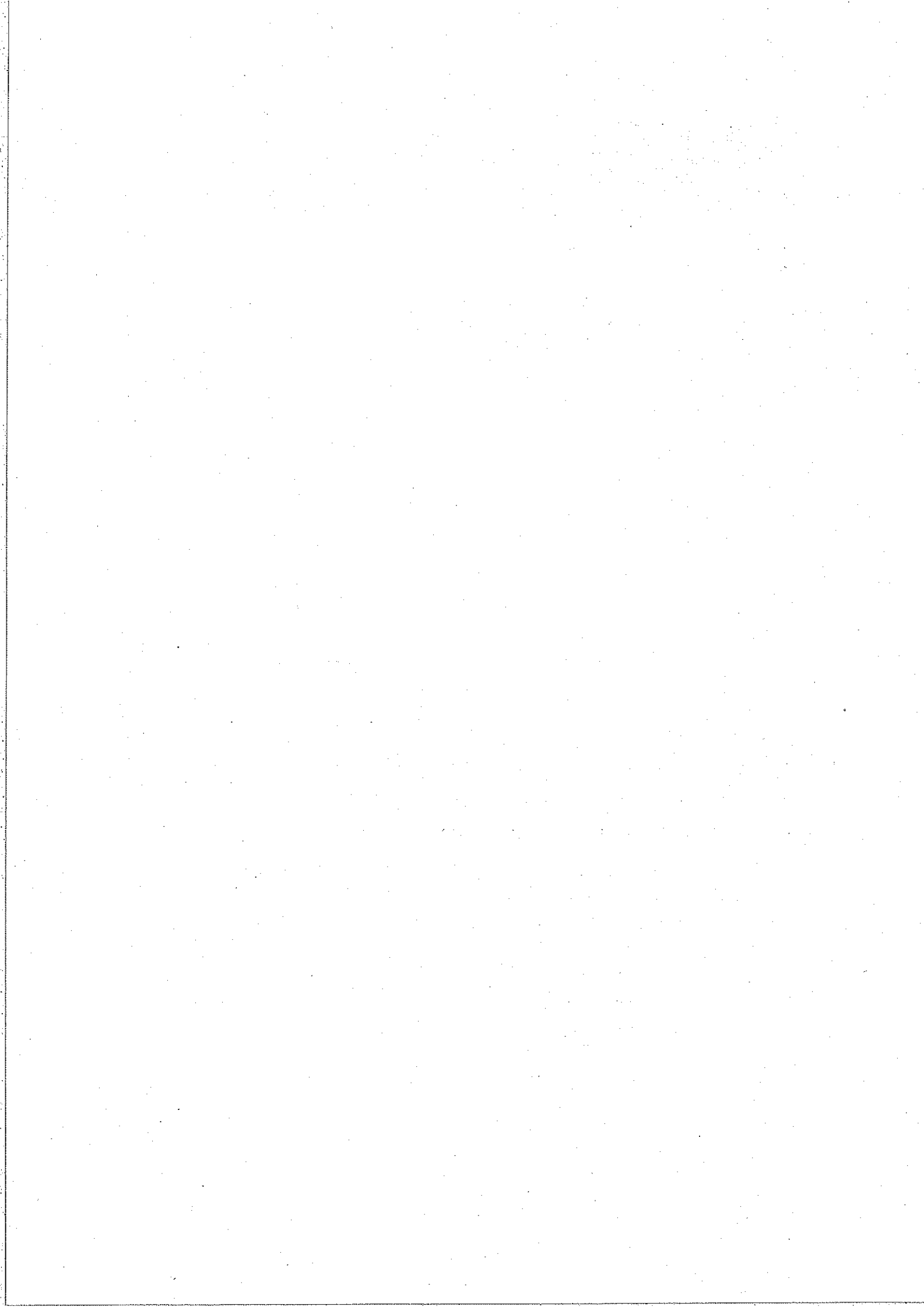
Mrs MAREAT Capell
108 Tapitallee Rd
TAPITALLEE 2540.
16.10.10.

Subject: Proposed Redevelopment of Sydney Fish
Markets (MP-10-0060).

A Director, Government House & Social Precinct.
a Division: Daniel Cavallo.

Dear Sir,

I object to the proposal on the grounds that it
will radically change the nature of the current Fish
Markets' area and is an issue in Sydney environ-
mental development. The development is an
extensive reorientation of the amenity. There is
a wholesale Trading outlet near the Harbour and
far distance. ^{This new development} It will increase traffic in an already
tight traffic situation & the public-level car park
is too much altogether, changing the nature of area
of my family townhouse at 113/14 Griffin Place,
Sydney. Yours sincerely, M J Capell.



26th October 2010
NSW Planning
The Planning Officer
amy.ravitz-williams@planning.nsw.gov.au

RE: MP10_0060 Sydney Fish Market Redevelopment

To Whom It May Concern

I did visit the fish markets last Saturday and I feel ashamed that a bus load of tourists were arriving at that time to witness a third world (even worse) market.

Even the water front seats and surrounding lawns were to capacity at 11.00am.

I mentioned to my wife that people were clambering to secure seating inside the markets and in haste were leaving fish remains all over the tables and on the floor.

These disgraceful markets could easily be the world's top fish markets and the state's biggest attraction and money spinner. What is wrong with this government?

I fully support the Fishbank scheme and anything else is not an option. Potentially we have the best site and really the "no frills DA is not an option.

No wonder there are no signs for pedestrians to follow coming from the city. Who could possible advertise the place with all of the ad hoc building, overcrowding and very limited parking. The police were on hand this morning turning cars away from the car park which in turn overcrowds the neighbouring Pyrmont residential streets.

Let's get on with it.

Kind regards

Peter Devoy

502/21 Cadigal Ave

Pyrmont NSW 2009

Australia

