

Relocation of Sydney Fish Markets.

For the kind attention of Ms Anthea Sargeant, Director of Compliance, Industry and Key Sites for NSW Department of Planning.

Dear Ms Sargeant,

This is to offer my feedback regarding the Infrastructure proposal to relocate Sydney fish market Pty Ltd.

I do not support the proposed relocation site and I am not competent to assess the effectiveness of the interior design of the proposed building.

I am a resident of Pyrmont and have represented same on the Blackwattle Cove Coalition committee and in all Bays Precinct forums conducted by successive Labor and Liberal state governments. Our family business owned and operated a wholesale and retail business on Bridge Road Glebe for 60 years, and so I am well familiar with Bridge Road traffic and with the long neglected opportunity to open up the amazing vista from our Bridge Road foreshore.

Following is my assessment of the Infrastructure NSW plan to relocate the Sydney fish market; both positives and negatives.

And I similarly include the alternative integrated plan developed through local communities over the past decade by a Mr. Robert Deans. This integrated plan is the Blackwattle Bay plan (DBB).

I believe this plan was never seen by senior management of Sydney fish market Pty Ltd, and I am unsure as to how much of it may be known to the management of Infrastructure NSW.

Although I have no financial interest in this DBB plan, I do see great merit in its strategy and benefits for all stakeholders. I believe it should offer cause for the government to pause and re-consider, before proceeding with a relocation that may create serious consequences in terms of traffic and lost opportunities and at enormous cost.

Respectfully,

Robert Gavagna

McCaffery's Tower

1602/ 21 Cadigal Avenue

Pyrmont NSW 2009

p.s.

Small variations of this feedback have been sent to fellow actively interested members of our local communities. This accounts for some wording in the last paragraph of my assessment.

The State Government Infrastructure NSW (INSW) Proposal to Relocate Sydney Fish Market (SFM)

Positives:

1. The exterior building design is both dramatically imposing and beautiful.
2. Construction is to take place at a separate site and so enables the SFM to carry on trading until the new SFM building is completed.
3. It provides a tangible outcome to the pressing need for an improved SFM.

Negatives:

1. I believe the new SFM building is proposed for the wrong site:
The location along the Blackwattle Bay foreshore does little to alleviate infamous peak traffic along Bridge Road, rather it is much more likely to increase traffic congestion.

The three traffic pinch points will remain; Bridge Rd and Wattle Street (to/from CBD, Harbour Bridge and eastern suburbs),
Bridge & Bank St (Anzac Bridge, Pyrmont, CBD and presently SFM), Bridge & Harris (Pyrmont, CBD, Harbour Bridge, Ultimo & eastern suburbs).

To this often congested Bridge Road traffic, the new SFM would add at least 500 daily SFM Bridge Road ingress/egresses.

The retro proposal to add a slip lane in order to try and ensure retention of the historic Peace Walk fig trees along Bridge Road, will also create need for pedestrians to cross 5 lanes of Bridge Road clearway (plus a possible median strip) from Park to and from SFM.

2. The concept of covering approx. 40,000 square metres of tranquil Blackwattle Bay waters (inclusive of existing piers) with an entire SFM building is lamentable to say the least.
This is effectively shifting the present SFM building and its associated car park from land, across to piers set over a vast expanse of Bay waters; the equivalent in area of six football fields!
As Robert Deans mentions in his letter to Paul Keating, try to imagine this occurring in the waters of Farm Cove!
4. The height of the proposed SFM building will further compromise existing cross views between Wentworth Park and Anzac Bridge.
Although the government plan refers to the Bridge Road **shore length** building to be only three stories high, the fact is that at a height of 25 metres, this is equivalent to an eight story residential or commercial building.
5. The government plan is for a piecemeal development, and not an integrated development.
The Greater Sydney Planning Commission (GSC) in its recent review of this broad precinct concluded that emphasis should be given to place management rather than project management.
The same theme was resolved at successive state government Bays Precinct forums conducted over several years; the need for integrated rather than piecemeal development solutions.
And the same request was made by the Blackwattle Cove Coalition (BCC). This body was formed by representatives of local community groups from Glebe, Ultimo and Pyrmont.

And yet, these same conclusions appear to have been ignored by Infrastructure NSW. We are being told nothing of possible plans for redevelopment of crown land presently occupied and leased by SFM and how such eventual developments may integrate with the SFM and beyond.

6. Inadequate vehicle parking provision for future growth.
The present passenger car parking capacity at the land based SFM site is 417 spaces, plus capacity for truck & trailer deliveries.
The future passenger car parking capacity at the new water based SFM site is 417 spaces, plus capacity for truck & trailer deliveries.

Whereas there is indicated to be a current number of 3,000,000 SFM visitors annually, the forecast is for as many as 6,000,000 visitors in the future.
But the assumption is that 417 car park spaces will continue to suffice! And with no room for increased car parking capacity!

It must be assumed the 3,000,000 additional visitors will have to arrive by public transport!! This is simply unrealistic.

The main business of the SFM is to provide a seafood market. Yes, some visitors will be drawn by the opportunity to enjoy a seafood meal, others to attend a seafood cooking school or perhaps, just to be there.
But the majority of visitors will be there to buy seafood.
Are we to believe the majority of these additional 3,000,000 visitors will arrive by public transport with esky in hand?

7. This proposed SFM relocation plan is too costly.
Given the very limited parking capacity and the lack of an effective plan to diminish Bridge Road traffic and related intersection congestion, is this a compelling argument for the state government to invest \$750,000,000?

And it's worth reflecting that when the Premier first announced the decision in 2016 to proceed with relocation of the SFM to this (unfavourable) site, the financial commitment was for \$250,000,000.
Since then, the figure has already leaped to \$750,000,000!
A lot of taxpayer money to support Sydney Fish Markets Pty Ltd.

The Destination Blackwattle Plan for redevelopment of Blackwattle Bay, Bank Street and Wentworth Park (DBB)

Negatives:

1. The DBB plan would for the most part allow for continuation of trading during construction, however, as it would be a phased development over different sites, there would be inevitable short disruptions along the way.

Positives:

1. Robert Deans is passionate to see the right outcome achieved, even if other viable plans may provide opportunity for alternative solutions, which don't require the SFM to be at the proposed location.

2. The proposed DBB location is more logically positioned on the western flank of Blackwattle Bay, specifically at the end of Miller Street, partly on land and partly on piers over water (please see attachment).

This site already has the benefit of a designated light rail Sydney Fish Market station near at hand. A tunnel under Bank Street can be re-activated to enable easy passenger movement at similar level, from rail platform to SFM

Miller Street has two stops for bus route #501 and Miller Street is both an active cycle way and is the pedestrian ant track for densely populated Pymont and for our CBD.

Informatively, the state government holds a right of way through the middle of the Hymix freehold property.

3. The DBB solution for easing traffic gridlock at Bridge Road intersections is to first relocate Bridge Road to be alongside the light rail viaduct (either under park or over) to meet Wattle Street.

This would help to diffuse traffic congestion at the first two Bridge Road intersections.

A possible option is to continue forward to connect with an existing nib on the Anzac freeway, but this would have to be a separate project.

4. The second and key benefit of this relocation is to enable the green of Wentworth Park to be extended to water's edge, effectively creating a new waterfront park to 'book end' the Botanical garden park on the eastern flank of the CBD.

This new waterfront park would thus preserve expansive cross views with Anzac Bridge.

5. Because the integrated DBB plan for relocation of the SFM is based on land (as an extension of Miller Street), the capacity for underground parking would be approximately three times the number of car parking spaces which presently exist at the SFM or that will exist at the INSW proposed location over water. Moreover, parking arrangements will be separated for commercial and passenger vehicles.

Access will continue to be from the quieter Bank Street (especially once devoid of the present conga line of cement trucks).

6. An additional feature of the DBB integrated development plan is to create an Aboriginal favoured open air indigenous cultural centre.

This space would be located in the south eastern corner of the 'new' Wentworth Park extension and would have a symbolic overhead cover, in the form of a boomerang.

An amphitheatre would be positioned adjacent to the centre. Robert Deans is enthusiastic to create a relevant cultural space for the indigenous.

His DBB plan also provides for aquaponics, but I am trying to keep this assessment as brief as possible. Suffice it to say these other community facilities would add to the appeal of visiting this precinct.

7. Because of the sequential approach to the various phases of development, Robert's DBB plan would see the SFM shareholders as owners in perpetuity, rather than as tenants in perpetuity, as applies with the INSW plan.

The relocation of Bridge Road, the extension of Wentworth Park to water's edge, the pedestrian tunnel under Bank Street and provision of new underground car park, as well as the new indigenous open air cultural centre would come at **zero cost** to the NSW state government!

Surely this alternative plan proposed by Robert Deans and worked through local communities for the past ten years or so, should give the government pause to re-consider before simply proceeding with a plan that has less to offer and comes at dramatically greater cost.

You can also provide direct feedback to Robert Deans who is included in this email ([please also see a link to Robert's GSC data](#)) or direct feedback to Ms Anthea Sargeant, Executive Director of Compliance, Industry and Key Sites ([Click on this Link to take you to the "Have your say page"](#))

Sincerely,
Robert Gavagna