



PCU078692

11 November 2019

Planning and Assessment  
Department of Planning, Industry and Environment  
GPO Box 39  
SYDNEY NSW 2001  
**Attention: Director – Key Sites Assessment**  
**SSD 8924 The new Sydney Fish Market Concept and Stage 1**  
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Department of Planning  
Received  
10 NOV 2019  
Scanning Room

Dear Sir/Madam

**LETTER OF OBJECTION**

Please delete my personal information before publication.

This letter of objection to both DA's is made on the following grounds:

**LACK OF ON SITE PARKING** – no overall increase in on-site parking despite a doubling of retail space, will not cater for the increased number of visitors to the New Fish Market, particularly from Northern and Western Sydney where there are no direct public transport links. It is too slow to catch a train to Central and change to the light rail, so visitors are likely to drive. The upgrade to the M4 and Rozelle interchange will encourage visitors from the Western Suburbs.

Further, the modelling does not allow for increased number of employees to the site, many of whom will need to drive, given the increases in trading hours to 11pm and retail space. Instead, it is assumed fewer employees will be given a car space. It is not clear in the DA's how this will be enforced, especially if it becomes difficult for the Fish Market to source workers.

The over flow parking using the Blackwattle High School oval is unsafe, as it is not a purposed designed car park, and there are no traffic management plans to actually show how this will work in practice, given the new car park entrance is only 20m to 30m away from the High School gates.

To deal with the lack of on-site parking, the DA's should deal with the reality that a significant proportion of the increased visitors will drive and allow for a dedicated parking station to be constructed on the existing site Fish Market site.

**TRAFFIC CONGESTION** – the traffic modelling does not allow for the use of Wentworth Park sporting fields on the weekend (and consequential impact on car parking) and vehicles wanting to access the Broadway Shopping Centre from Bridge Road and Wentworth Park Road. Congestion on Wentworth Park Road from vehicles wanting to turn right onto Bay Street is already an issue particularly at peak hours during the week and all weekend. Traffic exiting the Fish Markets and wanting to travel east along Wentworth Park Road will exacerbate this issue.

The modelling estimates an additional 400 vehicles on Bridge Road during week day peak (4pm to 7pm), 100% increase on current levels, yet Bridge Road when travelling South West toward Parramatta Road is single lane. It is not clear Bridge Road can handle this increased traffic, especially given that even today, traffic routinely backs up from Glebe Point Road and past the current cement works (the proposed entrance to the new Fish Market) most days at peak hour.

**PARKING IN GLEBE'S RESIDENTIAL STREETS** – given the lack of on-site parking and the availability of 2 hour free parking in nearby residential streets, there will be strong motivation for drivers (both visitors and employees) to use residential streets for parking. These drivers will simply game the free 2 hour parking, rightly assuming the local council inspectors will only intermittently patrol the area. As a local resident, parking is already difficult to come by due to office workers or visitors using non-ticketed parking during the week, and regularly move their vehicles to evade the parking restrictions.

There is no evidence in the DA's of any research into this issue, just a bland assertion that management plans will address this issue. There is no evidence in the DA's of any co-ordination or discussion of this issue with the City of Sydney.

**PUBLIC TRANSPORT (BUSES)** – it would be expected that the new Fish Market will become one of the top destinations for visitors to Sydney and Sydneysiders wanting to rediscover the Fish Markets. Currently, there are no direct bus services, the closest being routes 501 and 389. The DA's submitted do not include any detailed planning on improving bus links to the new Fish Markets. At a minimum, bus links should include a shuttle service from Town Hall station (as it links to Northern, Eastern and Southern train services) and Metro bus service direct to the Fish Market from the Western Suburbs utilising the upgrade to the M4 and Rozelle interchange.

Yours faithfully

