

PYRMONT ACTION

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20 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

Pymont Action Inc is a local community group whose objective is to encourage state and local authorities to improve the amenity of Pymont and its surrounds, including access. We have been working with the Sydney Fish Markets for a number of years to realise its redevelopment in a manner that will provide better linkages with Pymont, 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.
- 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 Pyrmont Bridge Road/Bank Street intersection will no longer be possible. The plan limits pedestrian access to the Wentworth Park entrance at the Pyrmont 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.

Pedestrian safety will be greatly enhanced by:

- i. moving the Fish Market vehicle entrance/exit towards Pyrmont Bridge Road, before the pedestrian crossing, so that pedestrians only need to cross Bank Street through-traffic
- ii. providing clear signage directing pedestrians from Pyrmont and Darling Harbour to walk down Union and Miller Streets, rather than along Pyrmont 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 further recommend that *recreational* cycling be restricted to the paved promenade, leaving the boardwalk free for pedestrians. We further recommend that provision be made for a *commuter* cycleway along Bank Street to avoid the current conflicts that occur between speeding cyclists and pedestrians.

We are particularly pleased with the planned covering of the Bay inlet between the SFM and Site B1 (Blackwattle Bay) at the Pyrmont 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.



- 5.0 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 Pyrmont interchange area. The poor design of the interchange whereby four lanes are squeezed into two between Pyrmont 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.

The changes suggested in 3.0 (i) above, will alleviate some of this present traffic congestion.

- 6.0 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 erratic and restricted at weekends, the peak SFM period of operation. The 443 bus stops are several blocks away, with the added problem of no obvious signage to direct people to the SFM. Repeated requests to relevant authorities have failed to produce such directional signage. We continue to question the need for additional on-site parking and would 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.
- 7.0 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. Currently, commuter cyclists speed south along Bank Street moving from the footpath to the road as it aids their passage, and ignoring the many red lights that can hold them up in this area. A dedicated route away from pedestrians and vehicles would not only assist them to move quickly, but be safer for all concerned. Recreational cyclists tend to ride more slowly and safely and provision should be made for them to move safely along the foreshore with minimum opportunities to mix with pedestrians. We support the proposal that they be asked to dismount in the shared zone along the waterfront



- 8.0 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,

Elizabeth Elenius
Convenor



Hymix

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19th of 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,

Over the last three weeks we have consulted with the Sydney Fish Markets management and planning consultants in relation to the above mentioned development.

As long term neighbours and in relation to the proposal Hymix Australia Pty Limited is in support of the proposal in its general form.

The basis of this submission which has been forwarded to the Fish Markets Management aims to provide our immediate and long term development aim in relation to access and egress for both properties and comment in relation to the southern boundary.

The Pyrmont site is a significant asset for our organisation and in giving our response the consideration deserved it is imperative that the separation strategy for site access and effectively implementing measures to ensure boundary issues are effectively addressed in granting an approval.

Long term view

It is our view that it is essential to alleviate existing traffic and pedestrian congestion which will be amplified as both sites move to operate to their full potential. To do this we are recommending a traffic separation between both sites. Hymix is willing to consider amending traffic flows within its own operation to achieve the end desired result.

The attached draft separation sketch identifies the potential to adopt a staged approach for traffic access to both sites. Both Hymix and the Fish Market management have met and agree that this traffic separation will alleviate the current merge problems and meet the needs for future pedestrian, truck and vehicle traffic at this intersection.

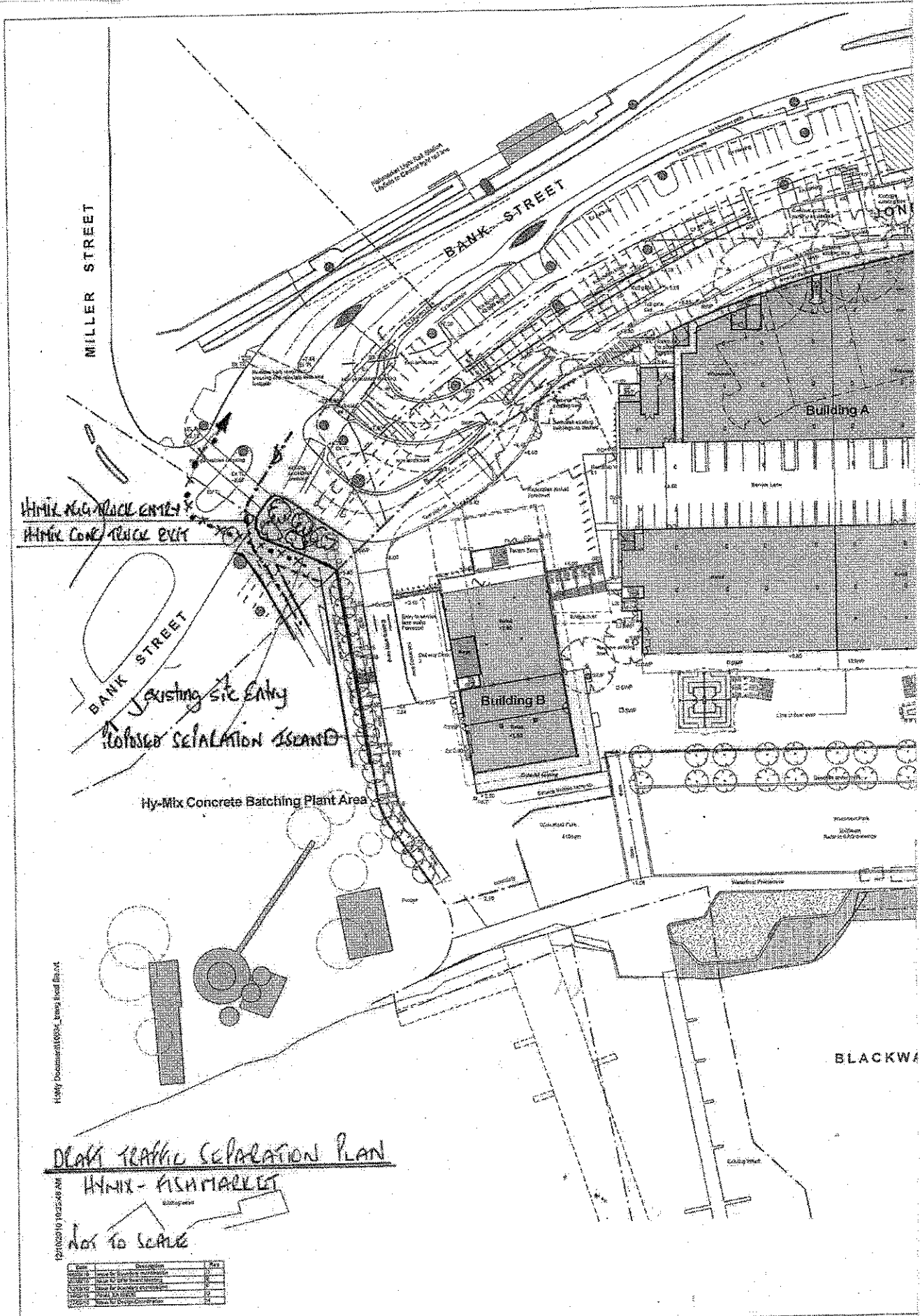
Immediate Comments

- In line with the principles adopted in the attached sketch amend the access corridor from the intersection to separate vehicle movements.
- Keep pedestrian traffic flows to the Southern side of the intersection.
- Along the current Hymix boundary we feel that some form of sound attenuation wall be constructed to assist in achieving the overall ambience of the proposed development.

Considering the importance of this site for our company Hymix and our neighbours we welcome the opportunity to consult further with the Fish Markets, the Council and other relevant Authorities and our site personnel to achieve a safe, productive outcome which is consistent with our needs as long term commercial operators in Pymont servicing many key areas of Sydney.

Note Attachment mark-up "draft traffic separation concept":
Conybeare Morrison International Pty Ltd
Sydney Fish Market Redevelopment
Project Blackwattle Bay
Site Plan, September 2010, Dwg No. 10034CC001 Rev H

Yours Sincerely
Scott Lewis
State Manager NSW
Hymix Australia Pty Limited



PLAN Traffic Separation Plan

HY-MIX - FISH MARKET

Not to Scale

NO.	DESCRIPTION	DATE
1	Prepared by [Name]	
2	Check by [Name]	
3	Approved by [Name]	
4	Drawn by [Name]	
5	Checked by [Name]	
6	Approved by [Name]	

Amy Ravitz-Williams - Online Submission from Eli Gescheit of The Planning Boardroom ()

From: Eli Gescheit <eli@theplanningboardroom.net>
To: Amy Ravitz-Williams <amy.ravitz-williams@planning.nsw.gov.au>
Date: 7/10/2010 2:01 AM
Subject: Online Submission from Eli Gescheit of The Planning Boardroom ()
CC: <assessments@planning.nsw.gov.au>

I have never had the privilege of visiting the Sydney Fish Markets as I am not a mad fish fan. Nevertheless, I now have a reasonable understanding of the current operations and the proposal after reviewing the reports submitted with this application.

I am aware of the Draft Competition SEPP which was exhibited on 27 July 2010. It specifies; "The commercial viability of proposed commercial development is not a matter that may be taken into consideration by a consent authority for the purpose of determining a development application under Part 4 of the Act".

Even though this does not specifically relate to Part 3A applications such as the Sydney Fish Markets redevelopment, there should still be some consideration on the economic influence of this proposal. As a major tourist and commercial land use, it is imperative that it is a realistic proposal which can be both successful and sustainable.

According to the application there are currently 67 staff members, however there is no indication whether the redevelopment will provide additional jobs. Considering the State Government is funding half of the project, it would be in their best interest to know if the project will generate additional jobs.

Below are some of my questions in relation to this proposal.

- Was an economic feasibility analysis prepared?
- Will the markets continue to operate during construction? If so, how will the operations be managed?
- According to the application, "the redevelopment will improve the economic potential of this precinct with revitalised facilities and improved open space amenity. The facility is a tourist destination." However, will the new and improved facility require merchants to sell their seafood at higher prices?
- Will the restaurants and other retailers keep their prices at a reasonable rate for tourists and locals?
- Will the redevelopment prevent the fishy smell that lingers near the site, or will I have to still roll up my car window when I drive past?

Name: Eli Gescheit
Organisation: The Planning Boardroom

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Submission for Job: #3902 MP10_0060 - Redevelopment of Sydney Fish Market
https://majorprojects.onhlive.com/index.pl?action=view_job&id=3902

Amy Ravitz-Williams - proposed fish market re-development

From: "Katherine Goldman" <katherine@portfoliops.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 21/09/2010 3:09 PM
Subject: proposed fish market re-development

portfolio property solutions

I have viewed the DA for the proposed re-development for the fish markets. I commend the overall concept and support the application.

As a local business owner, the current access to the fish markets is exceedingly difficult and the new plan seems to address that. The only comment that I make is a personal one, my elderly mother-in-law loves to eat at the chinese restaurant at the southern end of the site. She is unable to walk the distance from the northern entry of the existing building to the lift access at the southern end. Is it possible to have a pick up drop off point on the Pyrmont Bridge Road end for disabled and or a taxi drop off point? The foot path is quite wide at the point and it would be very helpful.

Thank you

kind regards
Katherine Goldman
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