

Department of Planning, Industry and Environment,
Major Projects

Dear Sir/Madam

Re: Development Applications SSD 8924
The new Sydney Fish Market - Concept and Stage 1

I object to the development as proposed on the following grounds:

SEAR's Requirements The Secretary's Environmental Assessment Requirements have not been satisfied in the proposed development in relation to the following aspects:

- a) There is no capital investment value (CIV) provided with the DA documents (*SEAR Document – General Requirements*);
- b) The DA documents do not demonstrate "...consider the proposal in the context of the work being undertaken for the Bays Market District (BMD) nominated as a State Significant Precinct, having regard to relevant State Significant Precinct Study Requirements for the BMD." (*SEAR Document – Key Issues, Item 2*). In particular there is no consideration of the impact of traffic and pedestrian movements from the proposed residential development on the site of the current fish market;
- c) There is not "...an analysis of the physical connections between existing light rail stations, bus stops and the Fish Marketsincluding any works required outside the Fish Markets site boundary." (*SEAR Document – Key Issues, Item 6, 4th dot point*).

There is nothing proposed outside the site boundary to cater for the significant additional pedestrian traffic predicted due to lack of staff parking and the 100% increase of visitors and patrons to the fish markets? (for % see Figure 54 in Transport Impact Assessment Report, p63)

Size and bulk The footprint of the building is huge jutting into Blackwattle Bay over 110 m. (see *Plan of Subdivision of proposed lot 101, sheet 1 of 7*).

It occupies an area about the size of half the western side of Darling Harbour (see Fig 2.1 on p14 of the *Landscape Character and Visual Impact Report, Appendix 6*).

The imposing roof structure, towers above the existing trees in Wentworth Park beside Pyrmont Bridge Road (see elevation on p17 of the *Landscape Character and Visual Impact Report, Appendix 7*).

There is no justification for the structure to be this big.

The fish volumes being auctioned are declining (Sydney Fish Markets figures) and to have such a large increase in the retail area (93% increase identified in the *Transport Impact Assessment Report, Section 7.2.1 on p62*) which will be competing with existing retail at Darling Harbour, means the new market is just too big.

The un-necessary imposing nature of the building onto the surrounding area is shown graphically in the photomontage from outside the Glebe Rowing Club (see p 15 of the *Landscape Character and Visual Impact Report, Appendix 6*).

Misleading and false representations

The image on the front of the Stage 1 Concept Design Report – Part 6 is provided to show the new fish markets in the context of the surrounding streets and development of Glebe.

Anyone who knows the surrounding area will tell you:

- a) The school buildings don't look like that;
- b) There aren't any multi-storey buildings beyond the school (in Burton St);
- c) The important bridge for the light rail crossing over Pyrmont Bridge Road, near the Glebe stop, has been omitted; and
- d) There are incorrect housing types shown in Bellevue and Darghan Streets in Glebe.

My point is – if this is incorrect and misleading, what else in this document is false and misleading?

The documents provided in the DA need to be truthful otherwise how can those assessing and/or commenting on the DA be in a position to really know what is being proposed?

Traffic

The DA documents show that vehicular access to the new Fish Markets will be from Pyrmont Bridge Road.

No upgrading of the road network is proposed other than relative minor changes to Pyrmont Bridge Rd between Wentworth Park Road and Wattle St. *(details shown in Appendix 16 –Construction Staging Report).*

The Transport Impact Assessment Report shows that the intersection at Wattle St will deteriorate by 4.3% in the AM peak and 3.0% in the PM peak and 5.0% in the weekend peak *(Report Figures 75, 76 & 77 on pages 92 & 93)* and the Wentworth Park Rd intersection will deteriorate by 16.5%, 11.5% and 32.5% respectively.

The current conditions which have a flow-on impact into Glebe are already unacceptable so these increases are even more unacceptable.

The impact of the new Fish Market on Glebe's traffic has not been addressed either in traffic movements/volumes or in parking impacting the already full local streets.

The Transport Impact Assessment Report clearly states that there will be increased traffic movements and an increased need for worker parking but fobs this off by saying these workers will have to find parking locally.

As a resident I see this as unacceptable and offensive.

Why doesn't the Report include its impact on Glebe?

Coach routes and parking

The Transport Impact Assessment Report states there is a need for a management strategy "... to manage the movement of coaches within the site and off-site parking arrangements."

Clearly so.

But without this being locked-in now it will become one of those future problems with "un-intended consequences".

Unresolved and not-reported issues include the routes to taken by coaches to deliver passengers to the drop-off point beside the Fish Market on the northern side of Pyrmont Bridge Rd. Then where do the coaches park and where passengers go for re-boarding?

A clear statement needs to be included in the DA Conditions to ensure management of coach routes in adjacent streets and where they park (both large and small coaches) is put in place before the Fish Market opens, and that this management strategy has the City of Sydney's sign-off.

Pedestrians and associated access

Whilst there are provisions for the movement of the significant additional pedestrians in Pymont Bridge Rd immediately in front of the proposed new Fish Markets no provisions east and west of the site are shown in the DA.

Key areas that still need to be addressed are:

- a) Access to and from the Glebe light rail station;
 - b) Access to and from the Wentworth Park light rail station;
 - c) Access through the existing fish markets site to and from the Fish Market light rail station and to presumably where the coaches (large and small) will be parked and waiting to collect their passengers.
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IMPORTANT NOTE:

It has been very confusing trying to assess two seemingly identical DA documents (for Stage 1 and for Stage 2) so if references to the DA documents are for the wrong document please use the correct reference and/or refer to my letter for Stage 2. Should you need clarification on what I intended, I can be contacted on temmah@hotmail.com.

Yours,

Rodney Hammett