

Planning and Assessment
Department of Planning, Industry and Environment
GPO Box 39,
SYDNEY NSW 2001
Attention: Director - Key Sites Assessments

RE:

SSD - 8924 - The new Sydney Fish Market Concept and Stage 1

SSD - 8925 - The new Sydney Fish Market Stage 2

LETTER OF OBJECTION

This letter of objection to both DAs is made on the following grounds:

Transport, traffic and local parking

The traffic modelling is purely a projection and does NOT take into consideration the additional traffic generated by any highrise residential development on the current and other sites in the precinct. None the less, the Government's own modelling confirms there will be at least 400 additional vehicles utilising Bridge Road to enter the car park during the week day peak period of 5pm to 7pm (not to mention the additional taxis/Ubers delivering diners to the new venue). That is a 100% increase on current levels.

Once the new Sydney Fish Market is constructed, visitor numbers are expected to double to 6 million a year but there is no plan for major additional local public transport improvements. The plan lists public transport options as:

A single new on-demand ferry stop - this ferry only has the capacity to carry 60 passengers and will not be able to accommodate a majority of new visitors.

Existing three light rail stops - light rail services are already often at or over capacity especially through Pyrmont into the city.

New, undescribed bus routes – the Environmental Impact Statement lists that this will be 'investigated' but provides no detail or commitment.

Planned Sydney Metro stop at White Bay – this stop is over 30 minutes' walk away and doesn't provide a realistic transport option for most visitors.

Without significant public transport improvements, visitors will be forced to drive, causing increased traffic and congestion in Bridge and Wentworth Park Roads. This intersection will be the only point of entry and exit for all cars, taxis, Ubers, coaches, emergency, delivery and service vehicles.

The current proposal will not include any additional parking spaces, keeping the parking on site at 417 spaces only. This means additional visitors are likely to park in Glebe's residential streets.

There is no provision for waiting coaches to park, other than in local residential streets. The proposal asserts that any overflow of demand on the car park, particularly during lunchtime periods, will be nullified by management plans. Those plans cannot be guaranteed, and neither can the projection of driving behaviours. There will be a very strong motivation for drivers to park in Glebe's residential streets - with free parking in many streets in the evenings and weekends.

Environment and sustainability

The Environmental Impact Statement details a plan to 'consider' installation of rooftop solar that could be designed to provide just 5% of the total building electricity load. This is despite the building design featuring a wide, flat roof – perfect for solar.

Direct habitat destruction and alteration by man-made structures is a major cause of ecosystem decline in coastal areas. The Environmental Impact Statement states that the proposed site currently has limited 'biological diversity' given that it is a carpark and boat jetty. This project provides an opportunity to revitalise the local aquatic ecosystem but the EIS sets out only to 'conserve' biological diversity, not improve it.

The Environmental Site Assessment reveals that sediments underneath the proposed site contains heavy metals, Polycyclic Aromatic Hydrocarbons and Total Recoverable Hydrocarbons. This includes arsenic, cadmium, copper, lead, mercury, nickel and zinc. The proposed construction carries a serious risk that contaminated sediments will be released into Blackwattle Bay. If they are allowed to escape, these pollutants pose a serious environmental risk and carry a heavy remediation cost. Any contamination will risk the 26 fish species and over 50 species of molluscs, starfish, sponges, oysters and macroalgae that have been identified in Blackwattle Bay, and will incur further significant costs to remediate it.

Development and public access to the foreshore

The new Sydney Fish Market should be built on the existing site as the new location restricts public access to the harbour and the motivation for moving is simply to profit from the development of thousands of new apartments on the old site.

The current design severely restricts public access to the foreshore in Glebe. The building has been billed as part of a day-long walking experience from Woolloomooloo through Darling Harbour to Glebe but the foreshore walk actually forces pedestrians into the Fish Market building rather than continuing outside.

This public consultation does not consider in any way the proposed development of over 2,700 new apartments on the site of the old Sydney Fish Market. This development will be necessitated by the relocation and redevelopment of the current Fish Market and must be considered alongside it so the cumulative impacts can be established.

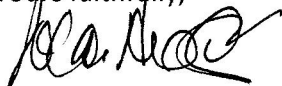
Discrimination against people with mobility impairment

The DA acknowledges that the Glebe Foreshore walk is amongst the best in the world. The proposed- extension of the walk at the Fish Markets forces walkers to climb stairs, and those in wheelchairs to find a lift inside the building - a contravention of the Disability Discrimination Act 1992's requirement that people with disabilities have 'equitable', 'independent', and 'dignified' access "on the same terms" as people without disability. This is shameful discrimination by the State Government and its agencies.

Loss of amenity

We finally have the opportunity to deliver a unique natural amenity where Wentworth Park meets The Bay. Many global cities would envy our natural harbour and the lifestyle it offers many local generations to come. The Government leaves no legacy to those generations if its short term motivation is speculative land development coupled with building over water - all because it lacks the expertise to plan responsibly.

Yours faithfully,



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12 November 2019