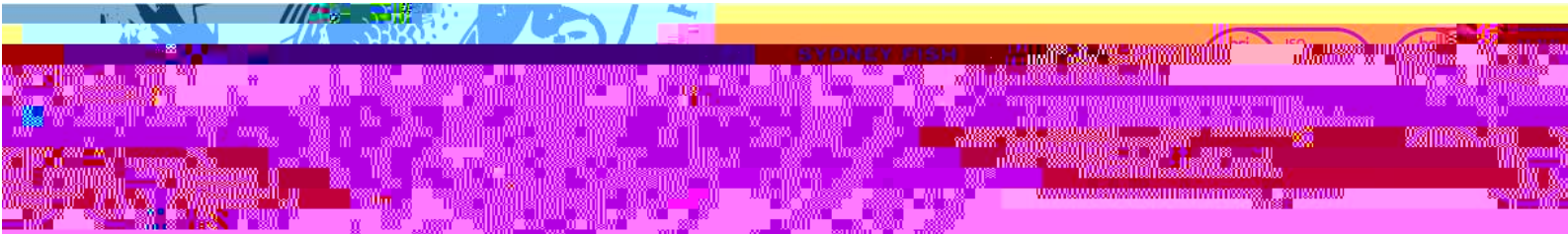
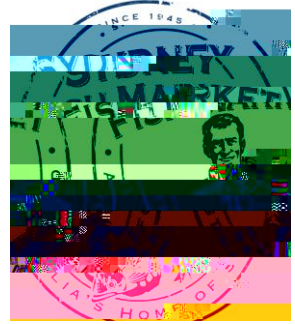


04 May 2022

Department of Planning, Industry and Environment

Sydney Metro West - Rail infrastructure, stations, precincts and operations

Locked Bag 5022



6 million within five years of the new site's opening. These significant numbers are accommodated in the design of the market, together with general amenities and visitor parking.

We are strongly in favour of renewal within the Precinct including the necessary transport infrastructure needed to support our growth and the growth of the Precinct. We are therefore strongly in support of the Sydney Metro West rail project, including the neighboring Pyrmont Station on which this submission is focused.

The Sydney Metro Pyrmont Stop is a very welcome initiative as it will serve the dual benefits of creating rail access to the Precinct, as well as having stronger transit-oriented development outcomes at Blackwattle Bay. Given that the size of NSW Government investment in each new Metro station will be significant, it is extremely important that Sydney Fish Market is properly integrated into this transport outcome in order to maximise the benefits of that investment. Provided the nearby station is planned with appropriate connections to the new market, the number of visitors and tourists to the Market will be greatly increased and their experience enhanced, once the Metro is delivered. It is therefore imperative that strong pedestrian and cyclist connections to Sydney Fish Market from the new Metro station at Pyrmont are planned and built along with effective wayfinding.

Having reviewed the EIS for the Pyrmont Station, we note that there will be some impacts during the construction stage including noise, traffic and visual amenity. Our view is that the long term benefits of the station outweigh these impacts. We would like to note that Sydney Fish Market receives high pedestrian traffic from Darling Harbour via Pyrmont Bridge Road and if there are to be temporary footpath closures along this route that appropriate alternative routes and wayfinding to the fish market must be catered for.

We also wish to also to make clear that it is imperative that all operations of the current Sydney Fish Market must remain uninterrupted during both the construction phase of the new Market, and any other construction or external works that may be performed in the surrounding areas,

including the construction of the Metro West. Our activities are highly contingent on operational efficiencies, low level of impediments and speed to market.

We note that the EIS references one ferry service in proximity to