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# Attachment 15 – Navigation Impact Assessment Addendum, Royal HaskoningDHV

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Blackwattle Bay

Response to Submissions

June 2022



Mia Gouge  
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Date:	29 April 2022	Contact name:	Matthew Potter
Your reference:		Telephone:	02 8854 5008
Our reference:	PA1665-RHD-ZZ-XX-CO-Z-0001	Email:	matt.potter@rhdhv.com
Classification:	Project related		

Dear Mia,

**RE: Blackwattle Bay SSP - Addendum to Navigation Impact Assessment Report**

Following public exhibition of the Blackwattle Bay State Significant Precinct Study, a number of submissions were received relating to navigation within the waterway. As such, this addendum provides a response to those submissions that are relevant to the previous Navigation Impact Assessment Report. In addition, a minor modification has been made to the proposed Precinct Plan, which now incorporates a permanent boardwalk structure along the eastern foreshore. This modification necessitates an assessment of any potential navigation impacts.

**Summary of issues raised in submissions**

The following table summarises the issues raised in submissions received from the community, organisations, City of Sydney (CoS), and government agencies.

Submission Author	Category	High Level Summary of Issue
Community, Orgs & CoS	Water use - recreation	<ul style="list-style-type: none"> <li>Increased harbour traffic will impact existing users (and wildlife)</li> <li>Additional facilities should be provided for dragon boats and outriggers (specific details provided)</li> <li>Private water uses prioritised over community</li> <li>Request for harbour pool</li> <li>More access points for kayaks and storage</li> <li>A comprehensive safety plan to manage maritime traffic is needed</li> <li>Too many encroachments into the bay</li> <li>Dragon boats to be relocated to head of Rozelle Bay</li> </ul>

Submission Author	Category	High Level Summary of Issue
Community, Orgs & CoS	Water use - working harbour	<ul style="list-style-type: none"> <li>• Concerns over the BWB Marina – inappropriate</li> <li>• Need a plan to manage maritime safety</li> <li>• Maritime Risk Management Plan (MRMP) (previously known as a Vessel Traffic Management Plan) should be developed for Blackwattle Bay</li> <li>• Navigation impact analysis be prepared</li> <li>• Integrated land use – working harbour and other land uses</li> <li>• Additional berthing capacity to support working harbour</li> </ul>
Port Authority of NSW	Policy and Governance	<p>The submission received from the Port Authority noted its support for an integrated land use model which enables the retention and continuation of existing working harbour uses, especially additional berthing capacity for commercial vessels. The Port Authority also raised several issues relating to the management and safety of the waterway and requested that the following issues be addressed in consultation with the Port Authority and the Harbour Master:</p> <ul style="list-style-type: none"> <li>• an overarching Maritime Risk Management Plan should be prepared, having regard to future expansion of commercial and recreation activity in the bay</li> <li>• lighting and signage should be considered in the design of any wharf and jetty structures to ensure safe navigation and adequate night-time visibility</li> <li>• new DAs should include detailed navigation impact analysis as relevant</li> </ul>

## Water use – recreation

Responses to issues raised in submissions relating to water use – recreation are provided below.

High Level Summary of Issue	Response
<p>Increased harbour traffic will impact existing users (and wildlife)</p>	<p>The Precinct Plan for the waterway area primarily involves the relocation of existing vessels within the Bay, that have been displaced by the new Sydney Fish Market development. The number of vessels berthed within the Bay will remain similar to the existing situation in the short-medium term. It is noted that the recreational vessel berthing capacity that is proposed at the new Sydney Fish Market is similar to the historical recreational vessel capacity at the old facility, when a long pontoon with several berthing pens existed at the site.</p> <p>Additional berthing capacity may be provided in the area nominated in the Precinct Plan for potential future growth along the eastern foreshore of the Bay. This could be facilitated by either expansion of the proposed Corporate Charter Marina or construction of a separate marina. Potential future extension of the main walkway of the Bank Street Marina is also accommodated for additional day charter vessels.</p> <p>A detailed navigation impact analysis would be required to be completed at the development application (DA) stage of any proposed new maritime structures within the precinct. Similarly, introduction of a ferry service into the bay would also require consideration by Transport for NSW of potential impacts on existing waterway users and development of management plans as required to address any identified issues.</p> <p>The Urban and Marine Ecology Constraints and Opportunities report prepared as part of the Blackwattle Bay SSP Study demonstrated that marine habitat was limited to benthic habitat located in the shallower areas around the fringes of the bay. It is noted that these areas are generally positioned away from the central deepwater area of the bay that is used by vessel traffic. However, advice should be sought from a marine ecologist regarding potential impacts on wildlife from increased harbour traffic as part of any future proposal.</p>
<p>Additional facilities should be provided for dragon boats and outriggers (specific details provided)</p>	<p>Existing facilities for dragon boats and outriggers include:</p> <ul style="list-style-type: none"> <li>• dragon boat launching ramp facility at Bank Street, Pyrmont</li> <li>• foreshore access steps (two sets of steps) and canoe storage racks adjacent to Sydney Secondary College</li> <li>• rowing club and public pontoons along the western foreshore of the bay</li> </ul> <p>The above facilities have been retained in the Precinct Plan.</p> <p>The Urban Design Statement, the Social Sustainability Report and the Pyrmont Peninsula Place Strategy work, have all identified the opportunity to provision for future recreational boating related facilities such as rowing and paddle craft storage, change room facilities, showers, toilets, and other amenities. These provisions will be further considered during the next phase of detailed design for Bank Street Open Space and other public domain areas within Blackwattle Bay.</p>

High Level Summary of Issue	Response
Private water uses prioritised over community	<p>The Precinct Plan considers the existing use of the waterway by several different user groups, including the community. It nominates waterway usage zones that are appropriate for the users and improved public access to the water. This includes the allocation of the following areas for recreational use by the community:</p> <ul style="list-style-type: none"> <li>• embayments created on each side of the new Sydney Fish Market</li> <li>• area in the vicinity of the dragon boat launching ramp</li> <li>• rowing and paddling course</li> </ul>
Request for harbour pool	<p>This would require consideration of public safety and potential interaction/conflict with motorised vessels and passive craft within the bay, and whether water quality in the bay is appropriate for primary contact recreation.</p>
More access points for kayaks and storage	<p>There are a number of existing access points for passive craft within the bay (refer above). The provision of additional storage facilities (e.g. racks) will be considered at detailed design stages.</p>
A comprehensive safety plan to manage maritime traffic is needed	<p>As recommended in the Navigation Study, a Marine Traffic Management Plan would be prepared at development application (DA) stage, where the development relates to changes in marine traffic. This document would be submitted to and approved by Transport for NSW and the Harbour Master.</p> <p>The Marine Traffic Management Plan would be prepared in conjunction with a detailed navigation impact assessment completed at the development application (DA) stage of any new proposed marine structures within the precinct.</p>
Too many encroachments into the bay	<p>The encroachment of the maritime structures shown on the Precinct Plan is representative of existing approved structures (i.e. Blackwattle Bay Marina and new Sydney Fish Market) and the Precinct Plan also shows an indicative layout of future proposed structures to cater for corporate charter vessels and a ferry service. The encroachment of the indicative structures on the eastern foreshore is consistent with that of existing structures, including Giddens Jetty, and the Northern Mooring Jetty and Main Concrete Jetty at the Sydney Fish Market.</p> <p>As recommended in the Navigation Study, future proposed structures and berths are to be sited more than 25m from the existing rowing route to prevent narrowing of the available waterway area for vessel navigation. A detailed navigation impact analysis would be completed at the development application (DA) stage of any proposed new maritime structures within the precinct.</p>
Dragon boats to be relocated to head of Rozelle Bay	<p>The Precinct Plan accommodates the continuation of dragon boat activities at the existing launching facility. The adjacent Blackwattle Bay Marina development was subject to a detailed navigation impact assessment at development application (DA) stage. The marina includes specific design and operational provisions to enhance the safety of waterway usage and minimise the interaction or conflict between marina vessels and non-powered craft, which were developed in consultation with Dragon Boats NSW.</p>

## Water use – working harbour

Responses to issues raised in submissions relating to water use – working harbour are provided below.

High Level Summary of Issue	Response
Concerns over the BWB Marina – inappropriate	<p>Blackwattle Bay Marina is an existing approved development that was subject to a detailed navigation impact assessment at development application (DA) stage. It was required for relocation of vessels previously berthed at marina facilities at the head of Blackwattle Bay, that were displaced by the new Sydney Fish Market development.</p> <p>The Precinct Plan proposes the continued use of the marina to cater for berthing of Day Charter vessels. Blackwattle Bay Marina is located at the entry to Blackwattle Bay and close to the Eastern Channel beneath the Glebe Island Bridge. Locating day charter vessels (e.g. private ferries), that operate more frequently and at earlier times during the day, close to the entry of the Bay minimises interaction of marina vessels with early morning paddlers and rowers.</p>
Need a plan to manage maritime safety	As recommended in the Navigation Study, a Marine Traffic Management Plan would be prepared at development application (DA) stage, where the development relates to changes in marine traffic. This document would be submitted to and approved by Transport for NSW and the Harbour Master.
Maritime Risk Management Plan (MRMP) (previously known as a Vessel Traffic Management Plan) should be developed for Blackwattle Bay	The Marine Traffic Management Plan would be prepared in conjunction with a detailed navigation impact assessment completed at the development application (DA) stage of any new proposed marine structures within the precinct.
Navigation impact analysis be prepared	A detailed navigation impact analysis would be completed at the development application (DA) stage of any proposed new maritime structures within the precinct.
Integrated land use – working harbour and other land uses	This matter is not related to navigation.
Additional berthing capacity to support working harbour	<p>The Precinct Plan for the waterway area primarily involves the relocation of existing vessels within the Bay, that have been displaced by the new Sydney Fish Market development. The number of vessels berthed within the Bay will remain similar to the existing situation in the short-medium term.</p> <p>Additional berthing capacity may be provided in the area nominated in the Precinct Plan for potential future growth along the eastern foreshore of the Bay. This could be facilitated by either expansion of the proposed Corporate Charter Marina or construction of a separate marina. This has been proposed to cater for potential future growth of vessel berth capacity. Potential future extension of the main walkway of the Bank Street Marina could accommodate 4 additional day charter vessels.</p>

## Precinct Plan modification – navigation impact assessment

The Precinct Plan has been modified to incorporate a permanent boardwalk structure extending along the eastern foreshore of Blackwattle Bay, from the foreshore connection of the proposed Corporate Charter Marina to the foreshore park adjacent to the east of the dragon boat launching facility. The nearshore area occupied by the proposed boardwalk structure is not currently utilised by vessels for berthing or navigation and is located at a significant distance away from the central deepwater area of the Bay that is generally utilised for passage of motorised vessels, and from the rowing route around its perimeter. It is considered that the inclusion of the boardwalk feature would provide flexibility for potential future improvement of facilities for vessel navigation within the Bay. It could provide a favourable

structure for potential future temporary or permanent mooring of vessels, and/or connection of gangways and pontoons or jetty extensions to cater for future berthing demand and enhancement of recreational amenity for boating within the Bay. As such, the proposed boardwalk would not have any detrimental impact on navigation within the Bay.

We trust that the above responses and advice is sufficient for your current requirements. Please do not hesitate to make contact if you need any further clarification or information.

Yours Sincerely,



**Matthew Potter**

Principal Engineer  
Water & Maritime