



Eden-1 Traffic Management Plan

Disaster Bay & Twofold Bay, NSW

Document details	The details entered below are automatically shown on the cover and the main page footer. PLEASE NOTE: This table must NOT be removed from this document.
Document title	Eden-1 Traffic Management Plan (TMP)
Document subtitle	Disaster Bay & Twofold Bay, NSW
Applicant	Auskelp Pty Ltd ABN 33 644 315 613
Development Consent	Under the State Environmental Planning Policy (Planning Systems) 2021, the Eden-1 Kelp Aquaculture Farm in Disaster Bay is classified as State Significant Infrastructure (SSI). Consequently, it requires approval from the Minister for Planning under Part 5.2 of the Environmental Planning and Assessment Act 1979
Lease Area	NSW Department of Primary Industries (NSW DPI) awarded lease area AL21/004 to Auskelp Pty Ltd on 18 May 2021, following a competitive tender process
Lease Size	200 ha
Kelp Species	Ecklonia radiata
NSW Case ID	SSD-41680467
Date	3 Sep 2025
Version	V3.1
Author	Christopher Ride
Cover Image Credit	Sug Cove, Auskelp, 2025
Disclaimer	The information contained in this publication is based on knowledge and understanding at the time of writing (Sep 2025)
Document Update	Annual review of TMP to incorporate monitoring outcomes, improvements, corrections, and ongoing stakeholder and community feedback.
Copyright	© Auskelp Pty Ltd 2025 This document is protected by copyright. You may download, display, print and reproduce this material in an unaltered form only (retaining this notice) for your personal use or for non-commercial use within your organisation.
Project Definition	Kelp Aquaculture Farm

CERTIFICATION OF TRAFFIC MANAGEMENT PLAN (TMP)

Auskelp certifies that this traffic Management Plan (TMP) has been prepared in accordance with the requirements of the Environmental Planning and Assessment Regulation 2021 and the Planning Secretary's Environmental Assessment Requirements (SEARs) for the Eden-1 Kelp Aquaculture Farm. To the best of our knowledge this TMP contains all information relevant to the assessment of the proposed offshore development.

TABLE OF CONTENTS

COVER PAGE

DOCUMENT DETAILS

TABLE OF CONTENTS

1.0 TRAFFIC MANAGEMENT PLAN

1.1 Project Overview

1.2 Introduction

1.3 Objectives

1.4 Existing Infrastructure and Access

1.5 Key Facilities

1.6 Marine Traffic Management

1.6.1 Vessel Types and Suitability

1.6.2 Operational Windows

1.6.3 Navigation Risk Management

1.6.4 Port Authority, Naval and Industry Liaison

1.7 Road Traffic Management (High-Level Summary)

1.7.1 Expected Traffic Volumes

1.7.2 Road Traffic Measures

1.8 Weather, Emergency, and Contingency Planning

1.9 Interaction with Other Marine Users

1.10 Communication Protocols

1.11 Summary

1.0 TRAFFIC MANAGEMENT PLAN

Eden-1 Kelp Aquaculture Farm

Auskelp Pty Ltd | 2025

1.1 Project Overview

- Project Title: Eden-1 Kelp Aquaculture Farm
- Location: Offshore in Disaster Bay, launching from Eden Snug Cove and Edrom (Pentarch) private ramp
- Operational Period: Autumn, Winter, Spring (March–November)
- Primary Hours of Operation: 0700–1700 AEST
- Key Activities: Hatchery, deployment, monitoring, maintenance, and harvesting of kelp longline infrastructure
- Vessel Base: Snug Cove, Port of Eden & Edrom (Pentarch) Industrial Area
- Vehicle Base: Industrial area Edrom (logistics depot and maintenance facility)

1.2 Introduction

This Traffic Management Plan (TMP) establishes the operational framework for managing traffic associated with the Eden-1 Kelp Aquaculture Farm, encompassing both marine vessel movements and road-based vehicle activity linked to vessel deployment, maintenance operations, crew transport, equipment mobilisation, and kelp biomass transfer. Because the project is fundamentally maritime in nature, the primary emphasis of the TMP is on marine traffic management, which is critical to the safe installation and operation of offshore aquaculture infrastructure. This includes the deployment of screw anchors, installation and tensioning of longlines, placement and maintenance of buoys, environmental monitoring, routine inspections, and harvesting activities conducted within the offshore lease area in Disaster Bay.

Although road traffic impacts are not regulated under this SSD, a high-level assessment is provided for transparency and to demonstrate responsible operational planning. This includes expected staff vehicle movements, occasional transport of harvested kelp, and use of established industrial roads in the Edrom and Snug Cove precincts—areas already designed to accommodate forestry, naval, and commercial traffic. The TMP sets out the risk controls, navigational procedures, operational limits, and communication protocols required to ensure safe coexistence with other marine users in Twofold and Disaster Bay, including commercial fishers, recreational boaters, tourism operators, and naval or port activities. The plan identifies potential hazards, outlines mitigation strategies, defines vessel suitability requirements, and establishes clear lines of communication with the Port Authority of NSW, Transport for NSW – Maritime, AMSA, Marine Rescue NSW, and other relevant agencies.

Overall, this TMP supports Auskelp's commitment to safe, compliant, and low-impact operations, ensuring that vessel activities are predictable, well-managed, environmentally responsible, and fully integrated into the broader maritime environment of the NSW South Coast.

1.3 Objectives

- Ensure the safe operation of all marine vessels involved in deployment, inspection, maintenance, and harvesting activities within Disaster Bay.
- Minimise navigational risks and prevent collisions or interference with commercial, recreational, or Defence-related marine users in Twofold Bay and surrounding waters.
- Provide clear operational procedures for vessel movements, including speed limits, transit routes, communication requirements, and weather-dependent triggers for suspending operations.

- Establish communication protocols with the Port Authority of NSW, Transport for NSW – Maritime, AMSA, Marine Rescue NSW, and other relevant stakeholders.
- Maintain compliance with applicable maritime legislation and navigation safety requirements, including AMSA NSCV standards, port regulations, and IALA buoyage rules.
- Ensure road-based traffic is managed safely and efficiently, despite not being regulated under the SSD, by minimising local impacts and using existing industrial transport corridors.
- Integrate emergency management procedures to respond to marine incidents, severe weather events, or operational hazards.
- Avoid or minimise conflict with other ocean users, including fishers, tourism operators, divers, and recreational boaters.
- Define vessel suitability and equipment requirements to ensure all operations are conducted using appropriately certified and equipped workboats.
- Support efficient logistics and operational planning, ensuring kelp biomass, equipment, and personnel are transported safely and predictably.
- Promote environmentally responsible navigational practices, including avoiding wildlife interactions and minimising disturbance to marine habitats.
- Enable transparency and accountability, ensuring that vessel movements are logged, monitored, and communicated to relevant authorities where necessary.

1.4 Existing Infrastructure and Access

Auskelp's operations make use of the extensive existing industrial and maritime infrastructure already established in Eden and Edrom, ensuring that no new construction, land clearing, or upgrades to public infrastructure are required to support the Eden-1 Kelp Aquaculture Farm. These facilities were originally designed to service large-scale forestry, commercial fishing, shipping, and Defence-related activities, and therefore provide more than sufficient capacity for the modest operational demands of the project. By utilising these pre-existing assets, the project minimises onshore environmental impacts, avoids disruption to local communities, and ensures efficient and compliant vessel and logistics operations.

1.5 Key Facilities

Snug Cove (Port of Eden)

Snug Cove serves as a primary operations hub for marine activities. It offers sheltered berthing, commercial-grade wharf frontage, fuel services, potable water access, waste reception facilities, and established support services such as slipways, chandlery, and engineering contractors. The area accommodates vessel loading and unloading, crew mobilisation and induction, equipment staging, and small-scale hatchery or logistics tasks. Snug Cove is an active working harbour that routinely manages fishing vessels, pilot boats, tug operations, and seasonal cruise traffic, meaning Auskelp's vessel movements represent only a small incremental addition to existing maritime activity.

Edrom (Pentarch Industrial Facility)

The Edrom facility provides a secure, privately operated industrial site with direct access to the water via an existing slipway and adjacent deep-water frontage. Its infrastructure—purpose-built for forestry and maritime logistics—includes hardstand areas, workshop spaces, machinery access, heavy-vehicle laydown zones, and safe internal traffic circulation. For Auskelp, Edrom functions as the primary base for equipment storage, maintenance, kelp biomass handling, vessel launching, and staging for offshore deployment campaigns. Use of this privately controlled facility ensures operations are separated from public recreational areas and minimises any interface with residential communities.

Road Access

Road access to both Snug Cove and Edrom is provided by a network of high-capacity industrial roads including the Princes Highway (A1), Edrom Road, and William Allen Drive. These roads were engineered to accommodate heavy forestry trucks, Defence logistics, and commercial freight movements and therefore operate at levels far above the traffic requirements of the Eden-1 project. Importantly, they traverse areas of very low residential density, with no school zones, retail precincts, or residential streets affected by Auskelp's operations. All project-related road movements will remain confined to these established transport corridors.

1.6 Marine Traffic Management

Marine traffic constitutes the majority of project-related movements. The Eden-1 project must safely coexist with:

- Recreational vessels
- Commercial fishers
- Marine tourism operators
- Naval activities
- Port Authority operations
- Cruise ship schedules
- Tug and pilotage operations within Snug Cove and Twofold Bay

1.6.1 Vessel Types and Suitability

Auskelp will operate:

Primary Work Vessels +18 m: Capable of deploying screw anchors, lifting mainlines, tensioning moorings, deploying droppers, and harvesting biomass. Equipped with cranes, hydraulic winches, lifting gear, AIS, radar, VHF, and necessary navigation lights.

- Support Vessels (6–8 m RIBs): Used for inspections, emergency access, and routine environmental monitoring.
- Safety & Equipment Standards:
- Vessels must comply with AMSA NSCV Class 3B/3C requirements.
- All vessels must carry appropriate PPE, emergency gear, oil-spill kits, and communications equipment.
- Crew must hold relevant Coxswain/Master qualifications and complete internal safety induction.

1.6.2 Operational Windows

- Standard Hours: 0700–1700 AEST (exceptions can be made due to operational requirements, weather or emergency events)
- No night operations except in exceptional circumstances.
- Operations will be suspended during strong wind warnings, East Coast Lows, heavy swell (>3.5 m), or hazardous surf conditions as issued by BOM.

1.6.3 Navigation Risk Management

- All vessels must monitor VHF Channel 16 and local working channels.
- Navigation charts, AIS tracking, and radar must be used when transiting Twofold Bay or approaching Disaster Bay.
- Rig locations will remain under tension and clearly marked with high-visibility buoys and lights compliant with IALA requirements.

- Marine fauna and floating debris must be continuously monitored; collision risk mitigation is mandatory.

1.6.4 Port Authority, Naval and Industry Liaison

Auskelp will:

- Liaise regularly with the Port Authority of NSW regarding vessel movements, Naval operations, unusual activity, or operational changes.
- Avoid the Eden Multi-Purpose Wharf (MPW) whenever naval or Defence operations are scheduled or underway.
- Seek formal approval before any use of MPW or adjacent berthing areas.
- Notify the Port Authority, NSW Maritime, and AMSA of:
 - Anchor deployment campaigns
 - Large equipment mobilisation
 - Any navigational hazard or unusual marine event
- Maintain communication networks with:
 - Commercial fishing operators
 - Tourism vessels
 - Marine rescue
 - Recreational boating groups

1.7 Road Traffic Management (High-Level Summary)

Although road traffic impacts fall outside the regulatory scope of this SSD, Auskelp acknowledges the importance of responsible traffic management and community transparency. Accordingly, this TMP includes a detailed overview of road-based activities associated with the Eden-1 Kelp Aquaculture Farm and sets out the operational commitments adopted to ensure safe, efficient, and low-impact vehicle movements. These commitments address staff travel, logistics transport, interaction with existing industrial traffic, compliance with road safety legislation, and measures to minimise disturbance to nearby land users, even though no formal road impact assessment is required under the SSD framework.

1.7.1 Expected Traffic Volumes

- ~35 staff generating approx. 16,800 vehicle movements/year
- Up to 500 light/medium truck movements/year for biomass transfer
- Total projected: ~17,300 movements/year, well within road capacity

1.7.2 Road Traffic Measures

- Use of sealed industrial roads only
- Induction and fatigue management for all drivers
- Compliance with the Road Transport Act 2013, HVNL, and load-restraint laws
- Emergency response protocols aligned with NSW Maritime and local authorities

1.8 Weather, Emergency, and Contingency Planning

Marine operations or road use will be reviewed, restricted, or temporarily suspended during any conditions or events that may compromise vessel safety, environmental protection, or operational efficiency, including but not limited to:

- Severe weather warnings (BOM)

- Low visibility
- Hazardous marine conditions
- Whale aggregation events
- Floating debris fields or post-storm conditions
- Fire or flooding events
- Marine Rescue NSW will be notified of any high-risk operations or adverse weather risk periods.

1.9 Interaction with Other Marine Users

Auskelp commits to:

- Maintaining open water corridors around the lease
- Avoiding interference with recreational fishing, diving, and commercial operations
- Providing assistance to other vessels where safe and appropriate
- Reporting marine hazards promptly to NSW Maritime or Marine Rescue
- Ensuring kelp rigs do not impede traditional navigational routes

1.10 Communication Protocols

- A marine notice system will be maintained for stakeholders, including seasonal updates.
- Vessel Masters will maintain a communication log.
- All stakeholders will be notified of significant operational changes, rig deployment campaigns, or emergency events.

1.11 Summary

The Eden-1 Kelp Aquaculture Farm will operate within an established industrial-maritime environment using existing high-capacity infrastructure. Marine traffic represents a small fraction of total Twofold Bay activity and will be managed under a structured, risk-based framework consistent with NSW Port Authority, AMSA, and NSW Maritime requirements. Road traffic impacts are minor and managed using standard operational procedures. With defined communication protocols, vessel suitability requirements, weather contingencies, and coordination with port and naval authorities, the TMP ensures safe, compliant, and low-impact marine and road operations throughout the project lifecycle.

Classification: Commercial in Confidence

Restrictions: Internal Use Only

Copyright © Auskelp 2025

Email: info@auskelp.net

Website: www.auskelp.net

