



New Sydney Fish Market

Operational Vessel Management Plan

Prepared for: **Infrastructure NSW**

3 February 2025

PROJECT INFORMATION

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1 Introduction

1.1 Document overview

This Operational Vessel Management Plan (OVMP) has been prepared by JMT Consulting on behalf of Infrastructure NSW to address Condition D25 of SSD 8925. It has been prepared following stakeholder consultation and with consideration to the recommendations outlined in the Navigation Impact Assessment prepared by Royal HaskoningDHV, dated 20 September 2019 and as amended in the Navigation Impact Assessment prepared by Royal HaskoningDHV, dated 3 December 2020 (submitted under SSD 8925 MOD 1).

1.2 Background

Sydney Fish Market is the largest of its kind in the Southern Hemisphere and among the three largest seafood markets in terms of variety in the world. The market sources product both nationally and internationally and trades approximately 14,500 tonnes of seafood annually with up to one hundred sustainable seafood species traded every day and approximately 500 species traded annually. The site attracts over 6 million visits each year.

A State Significant Development Application (SSD 8925) was approved in June 2020 for the new Sydney Fish Market (SFM) at the head of Blackwattle Bay. The approval allows for the following works:

- the construction of a new fish market including land and water-based structures.
- the use of the site for the fish market including waterfront commercial and tourist facilities and ancillary uses and the distribution of uses;
- a gross floor area of approximately 26,000m² as calculated according to the definition of GFA under SREP 26 (approximately 25,600m² as calculated according to the definition of GFA under the Standard Instrument).
- public domain works including promenades access to Blackwattle Bay and landscaping;
- pedestrian, cycle and road access and circulation;
- infrastructure provision and waste management;
- associated works as required.

The proposed uses comprise:

Below Ground Level

- Parking for the general public
- Parking for Small Rigid Vehicles (SRVs) during the operational period for the distribution and collection of seafood product
- Plant and storage;
- Waste Management facilities; and
- End of trip facilities.

Ground Level - Outside of Building Envelope

- Operational wharves including:
 - 15 berths for operational vessels;
 - Product loading and unloading areas
 - Public wharf for recreational vessels and potential future public ferry service.
- Vehicular access driveways; and
- Publicly accessible promenade.

Ground Level - Within Building Envelope

- Wholesale services space including product storage, refrigerated storage, storage and processing
- Auction floor and associated refrigeration and handling space.
- Loading dock including time-limited delivery and service vehicle parking area;
- Waste management facilities;
- Office space including Auction Hall; and
- Staff amenities, plant and storage.

Upper Ground Level (L1)

- Retail premises including fresh food retail, food and drink premises including harbourside dining;
- External/shared dining space;
- Ancillary public amenities and staff amenities; and
- Circulation areas.

Upper Level 2 (Mezzanine)

- Food and beverage outlets;
- The Sydney Seafood School;
- Tenant and subtenant office space; and
- Plant and storage space.

1.3 Site location and context

The site is located at the head of Blackwattle Bay between the Pyrmont Peninsula and the foreshore of Glebe, situated less than 2km west of Sydney's CBD and is partially within the City of Sydney Local Government Area.

The land to which the development application relates comprises Lots 3 - 5 in DP 1064339 part of lot 107 in DP 1076596 and part Lot 1 in DP835794. Works to connect to the existing waterfront promenade to the west of the site are located on Lot 3 in DP1018801. The development footprint is irregular in shape and has an area of approximately 36,800m². The site is partly on land above mean high water mark and partly on water below mean high water mark.

The site has a frontage to Bridge Road to the south and Blackwattle Bay to the north. Pyrmont Bridge Road is an arterial road that links to the Anzac Bridge to the north west of the site. Sydney Secondary College Blackwattle Bay Campus is immediately south west of the site and the existing fish market immediately north east. Located directly opposite the site to the south is Wentworth Park, separated by Bridge Road.

Located approximately 400m walking distance from the site are the Fish Market, Wentworth Park, and Glebe Light Rail stops which are serviced by the Dulwich Hill Line which is a 23 stop, 12.8-kilometre route running from Dulwich Hill to Central station via Pyrmont.

The site's former uses include a concrete batching plant at the Western end and concrete hardstand and wharf area at the Eastern end, which is currently vacant. The site includes wharves and land-based structures. Part of the site is the water of Blackwattle Bay. Works will be undertaken on Bridge Road and its intersections with Wattle Street and Wentworth Park Road.

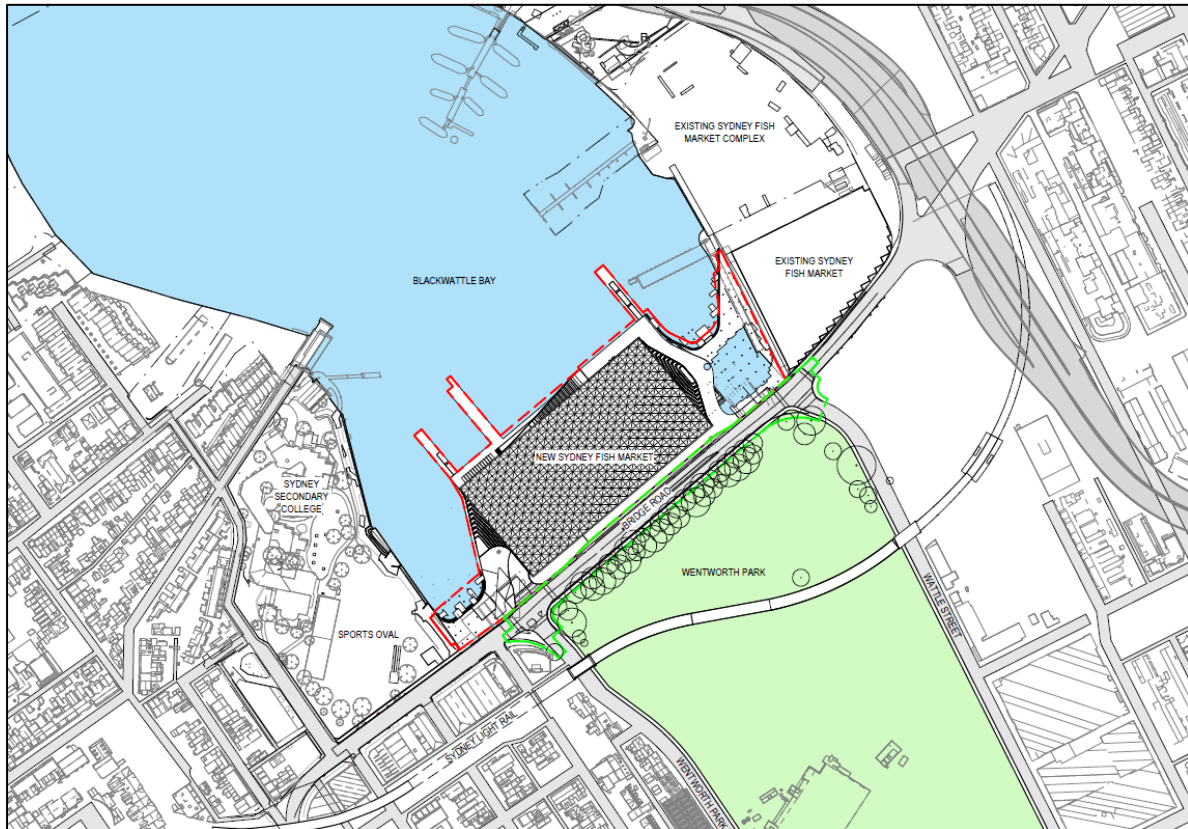


Figure 1 Site location

1.4 Report purpose

This OVMP has been prepared to address Condition D25 of SSD 8925 which is required to be satisfied prior to initial occupation or commencement of use – the condition is reproduced in Table 1. The OVMP addresses vessels using the wharves at the new Sydney Fish Market only and that the vessels not owned by SFM, once moved away from the piers, are outside the control of the Sydney Fish Market or Place Making NSW. This OVMP has been prepared with regards to the relevant guidance provided in the TfNSW Boating Handbook (ISBN: 978-1-922875-66-2 dated 03/2023). All vessels travelling in Blackwattle Bay and accessing the Sydney Fish Market site, regardless of their owner, must adhere to the rules presented in this TfNSW Boating Handbook.

Table 1 Requirements of Condition D25 of SSD 8925

Condition Requirements	Relevant Report Section
<p><i>Prior to occupation or commencement of the use, a detailed Operational Vessel Management Plan (OVMP) must be prepared by a suitably qualified person, in consultation with the Glebe Rowing Society Club, the ferry operator, new Sydney Fish Market wharf user group representatives and other recreational rowing groups and endorsed by Ports Authority NSW and TfNSW (Maritime).</i></p>	<p>1.5 & Appendix A</p>
<p><i>The plan must outline, but not be limited to, the following</i></p>	
<p><i>a) measures to manage potential conflicts and issues associated with recreational rowers, dragon boaters, and recreational and commercial vessels. The OVMP must also include the management and mitigation measures outlined in the Navigation Impact Assessment prepared by Royal HaskoningDHV, dated 20 September 2019 and as amended in the Navigation Impact Assessment prepared by Royal HaskoningDHV, dated 3 December 2020 (submitted under SSD 8925 MOD 1)</i></p>	<p>3.3</p>
<p><i>b) details of the forecast servicing profile of the fishing fleet, commercial and recreational vessels utilising the berths, including vessel size, frequency, time, and duration of stay</i></p>	<p>2.2, 2.4</p>
<p><i>c) details of the forecast servicing profile of the ferry stop, including vessel size, frequency, time and duration of stay</i></p>	<p>2.5</p>
<p><i>d) berth management details, to ensure the demand for berths does not exceed supply</i></p>	<p>3.1</p>
<p><i>e) details of the hours of operation of the wharves</i></p>	<p>2.6</p>

1.5 Consultation

Significant levels of stakeholder consultation have taken place with various user groups to inform the development of the OVMP, with a summary of this consultation noted in Table 2. Refer to Appendix A of this document for minutes of the meetings held with the recreational rowing groups and TfNSW (Maritime).

Table 2 Requirements of Condition D25 of SSD 8925

Date	Participants	Nature of Consultation
7 May 2024	<ul style="list-style-type: none"> • Infrastructure NSW 	Discussion around the scope of the OVMP and future operational planning for the SFM.
17 May 2024	<ul style="list-style-type: none"> • Infrastructure NSW • Sydney Fish Market 	To discuss operational aspects of the SFM's fishing fleet including vessel size, frequency and planned use of the wharves. Refer to Appendix A for record of consultation.
21 June 2024	<ul style="list-style-type: none"> • Infrastructure NSW • Glebe Rowing Club • Dragon Boat NSW • Sydney Uni Rowing Club • Rowing NSW 	To discuss concerns around conflicts between various vessels using Blackwattle Bay and impacts of the future SFM. Refer to Appendix A for record of consultation.
2 July 2024	<ul style="list-style-type: none"> • Infrastructure NSW • Transport for NSW (Customer Journey Planning) 	To discuss the future public ferry service to operate via the new Sydney Fish Market wharf.
11 July 2024	<ul style="list-style-type: none"> • Infrastructure NSW • Transport for NSW (Waterway Management) 	To discuss potential issues around non-compliances of vessel activity in Blackwattle Bay and processes for ongoing vessel management. Refer to Appendix A for record of consultation.

2 Current and Future Operations

2.1 Existing navigation restrictions

Navigation restrictions for Blackwattle Bay are shown in the TfNSW Boating Map 9G – Port Jackson Western Area, Lower Parramatta and Lane Cove Rivers (dated March 2024), which is reproduced below in Figure 2. Navigation restrictions include:

- 4 knot zones within Rozelle Bay and Blackwattle Bay due to high volume of traffic and interactions between commercial and recreational vessels, including large powered vessels and dragon boats and rowing boats;
- 8 knot zone in Johnstons Bay and White Bay; and
- No wash zone in Blackwattle Bay due to existence of slipways and commercial vessel operations as well as to manage conflicts between powered vessels and dragon boats and rowing boats.

It is important to note that this map does not address the future development of the Sydney Fish Market located on the east side of Blackwattle Bay and the development works at the head of Blackwattle Bay adjacent to the Anzac Bridge.

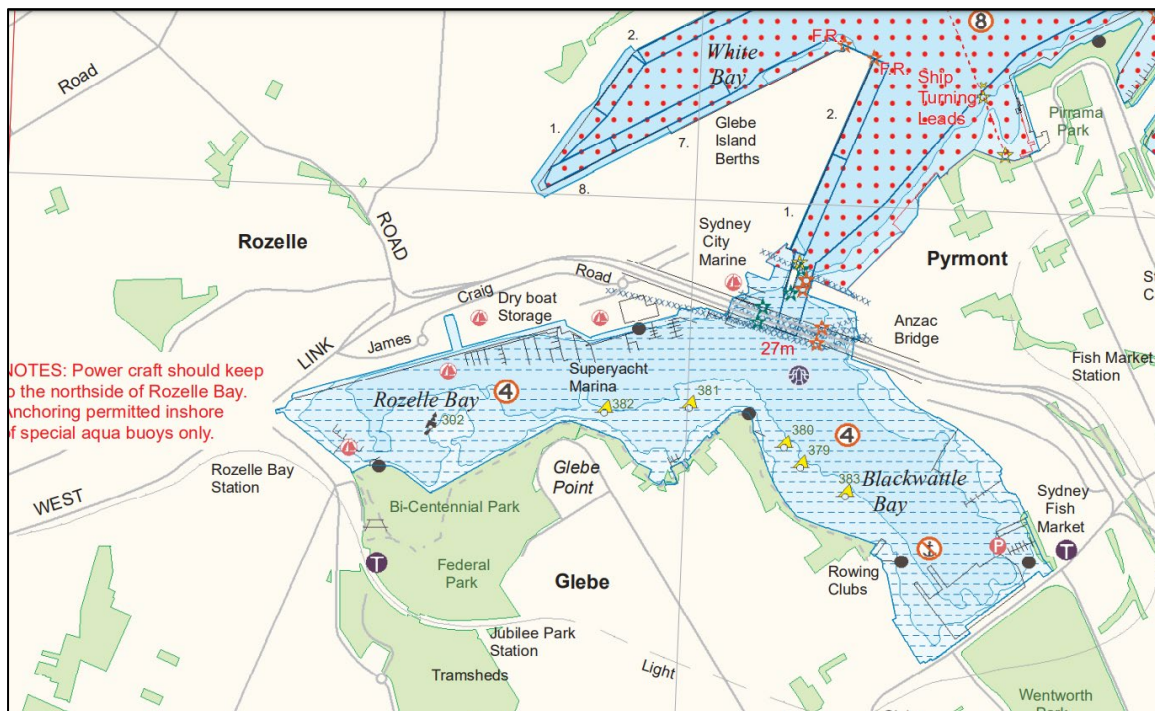


Figure 2 Extract from TfNSW boating map 9G

Source: TfNSW, March 2024

2.2 Existing Sydney Fish Market vessel arrangements

2.2.1 Current SFM vessel fleet

The current SFM fishing fleet comprises of a number of different types and sizes of vessels, as follows:

- 6 trawler vessels ranging in length from 16m to 24m
- 6 trap and line vessels ranging in length from 7m to 15m
- 5 visiting (tuna) vessels ranging in length from 20m to 25m

2.2.2 Existing vessel activities

The frequency, time and duration of stay of these vessels is highly dependent on weather conditions and seasonal factors. Trawler and trap and line vessels are typically offshore for between 24-48 hours and may berth at the SFM for a similar period of time, however this may extend depending on prevailing conditions at the time. Tuna / visiting vessels are typically more seasonal and these vessels can remain offshore for multiple weeks at a time depending on their destination at sea. These visiting vessels do not typically berth overnight at the SFM and can berth for between 6 to 12 hours. The existing number of vessel movements for SFM fishing vessels and charter boats using the existing wharves equates to between 3-10 vessels per day.

Times of activity will vary throughout the day and year dependent of a range of factors. Advice from SFM is that there is no ‘typical’ arrival or departure times for their fishing fleet. The number of vessel movements per day using the SFM wharves is not expected to differ significantly from current conditions, that being 3 to 10 vessels per day.

2.2.3 Existing SFM loading and berthing arrangements

The current arrangements for vessel loading/unloading as well as overnight berthing is presented in Figure 3. Presently the existing Fish Market wharves require ongoing management due to insufficient space for all SFM permanent vessels (trawler and trap & line vessels) to berth at the one time. Therefore overnight berthing is required at a separate wharf to ensure sufficient space is available for all berthing activities.



Figure 3 Existing loading/unloading and berthing arrangements

2.2.4 Existing recreational vessel berthing arrangements

A public pontoon is available for recreational vessels (6 metres and under only) at the existing SFM. Berthing takes place on the timber wharf to the north of the main loading / unloading areas. Approximately six berthing opportunities are available with berthing advised to be for 30 minutes or less in duration.

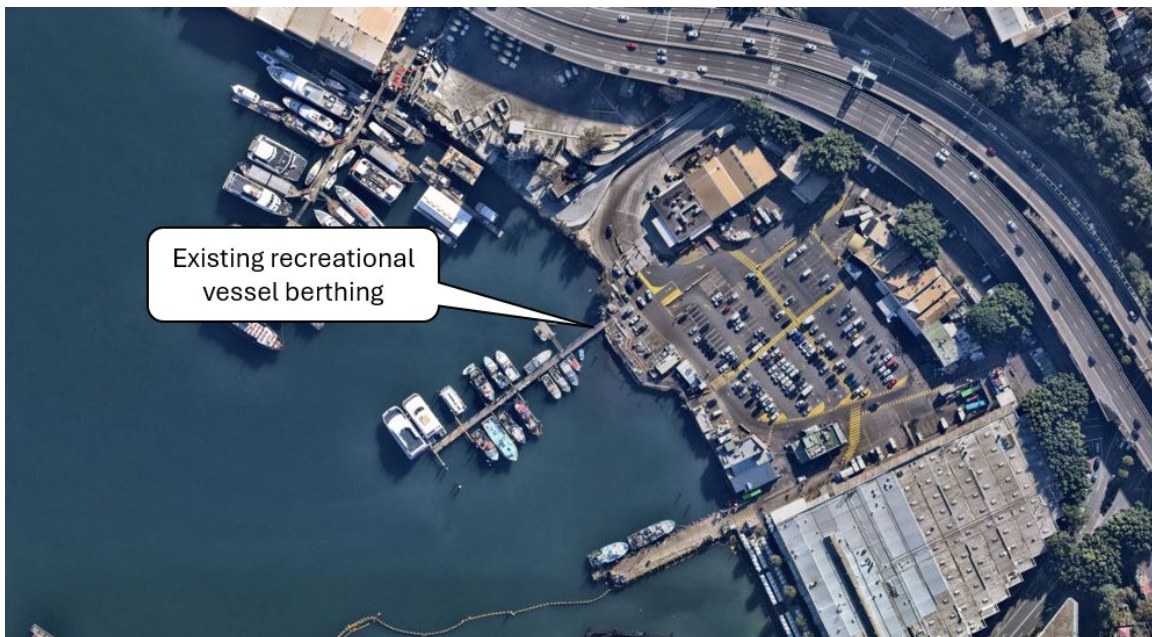


Figure 4 Existing recreation vessel berthing location

2.3 Responsibilities

The new Sydney Fish Market will have two separate wharf facilities.

1. The Commercial Wharf which is used by commercial fishing boat operations, and is closed to all public access, and
2. The Public Wharf – which is open to public access and provides short term berthing (30 minutes) for recreational visitors, charter vessels and Water Taxi access to the Sydney Fish Market. It will also provide facilities for future Ferry Operations and overflow berthing facilities for Sydney Fish Markets.

Sydney Fish Markets Pty Ltd are responsible for the day-to-day management responsibilities of the Commercial Wharf. Placemaking NSW are responsible for the day-to-day management of the Public Wharf.

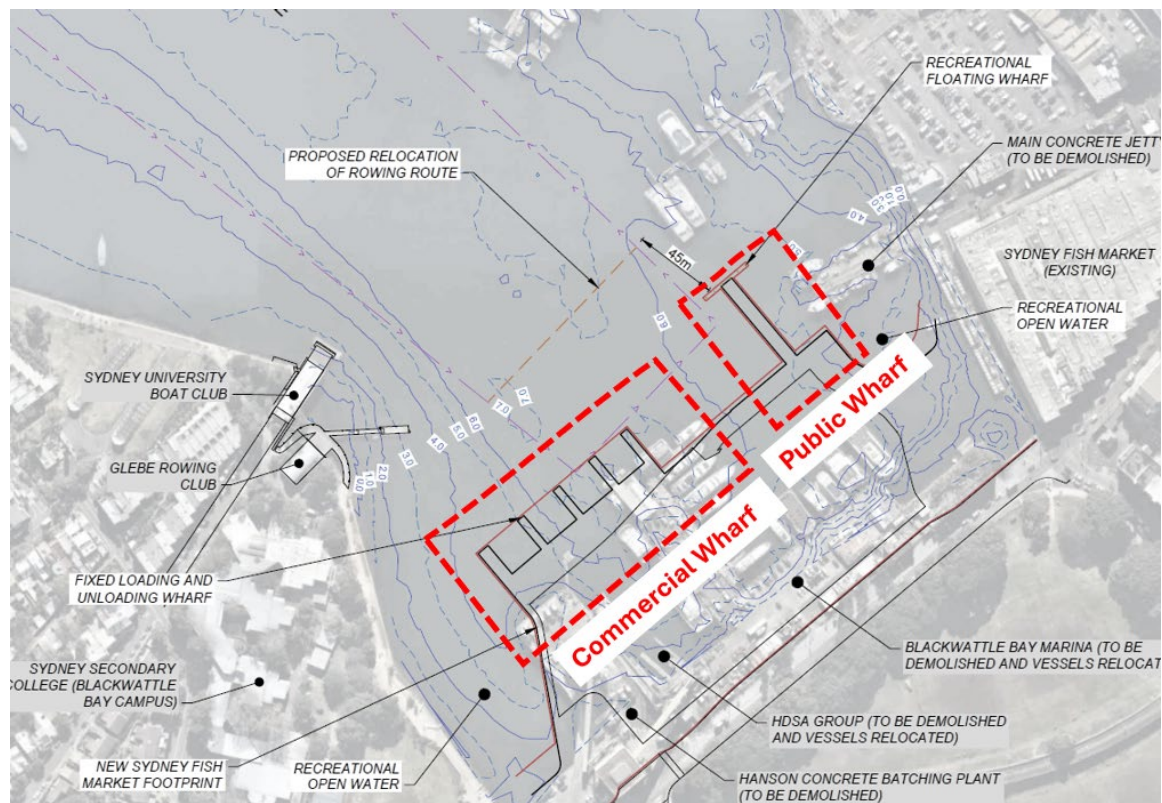


Figure 5 Future wharf arrangements

2.4 New Sydney Fish Market vessel arrangements

The new SFM will provide a significant improvement in arrangements for the fishing fleet by providing sufficient space for loading/unloading and berthing for all vessels. Each trawler and trap and line vessel will be allocated an individual berthing location from which they can operate out of – resolving the current management issue where vessels are sent away to other locations once they have finished unloading. This arrangement reduces the risk of vessel conflicts and results in fewer times where SFM vessels may potentially conflict with other users of Blackwattle Bay. Refer to Appendix B for a detailed layout of berthing arrangements for SFM vessels.

The future arrangements includes provision for private vessels to berth adjacent to the new SFM within the public wharf. Signage will be installed by Placemaking NSW to denote the various berthing areas, for example:

“Sydney Fish Market authorised vessels only”

“Private / recreational vessels only”

“Transport for NSW vessels only”

The future vessel arrangements are presented in Figure 6.

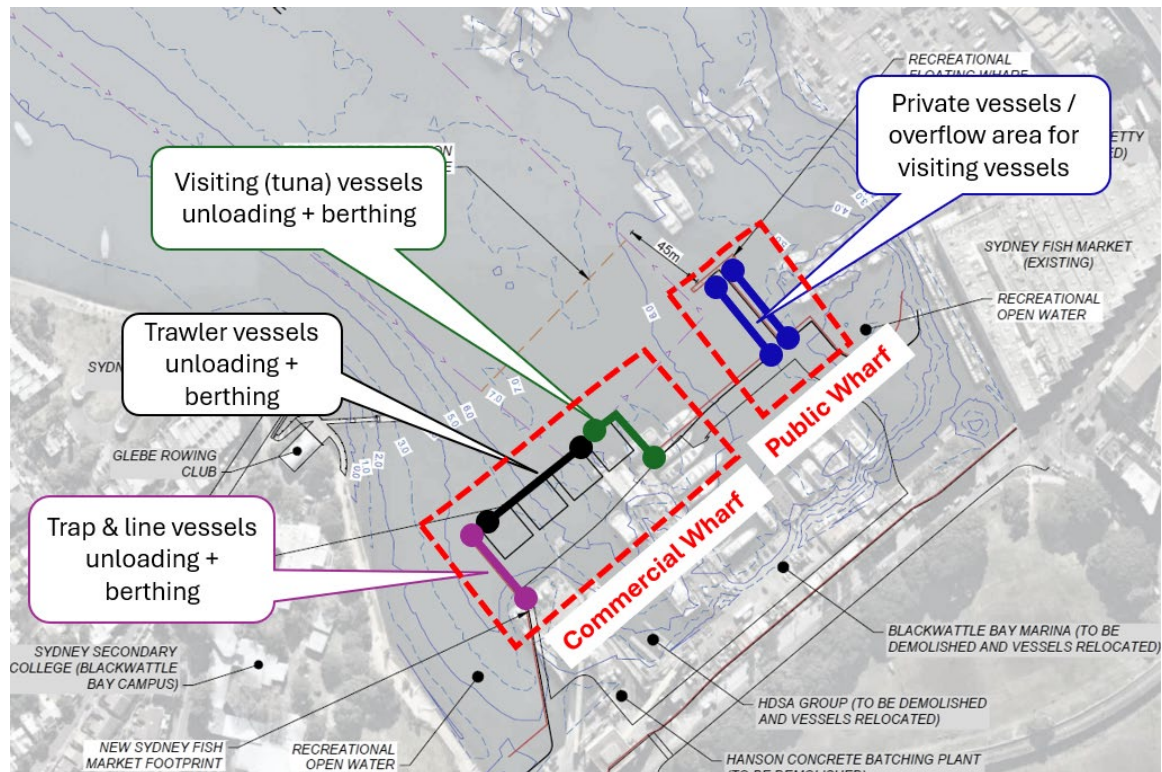


Figure 6 Future loading/unloading and berthing arrangements

2.5 Ferry services

TfNSW currently operates the F10 ferry service at approximately 30 minute intervals between Blackwattle Bay wharf and Barangaroo Wharf – a 13 minute journey in total. The ferry route and type of vessel utilised (MiniCat class ferry) are indicated in Figure 7 and Figure 8.



Figure 7 Existing F10 ferry route



Figure 8 Existing vessel at Blackwattle Bay wharf serving the F10 route

The SFM development makes provision for a new public passenger ferry wharf, with the location of this wharf indicated in Figure 9. Discussions with TfNSW have indicated that there is the intention to include the SFM stop on a future F10 ferry route travelling between Rozelle Bay Wharf and Barangaroo. This may also include a new stop in Pyrmont. At the time of development of this OVMP decisions around frequency of the ferry service, type of vessel and timing for its introduction were not determined by TfNSW.

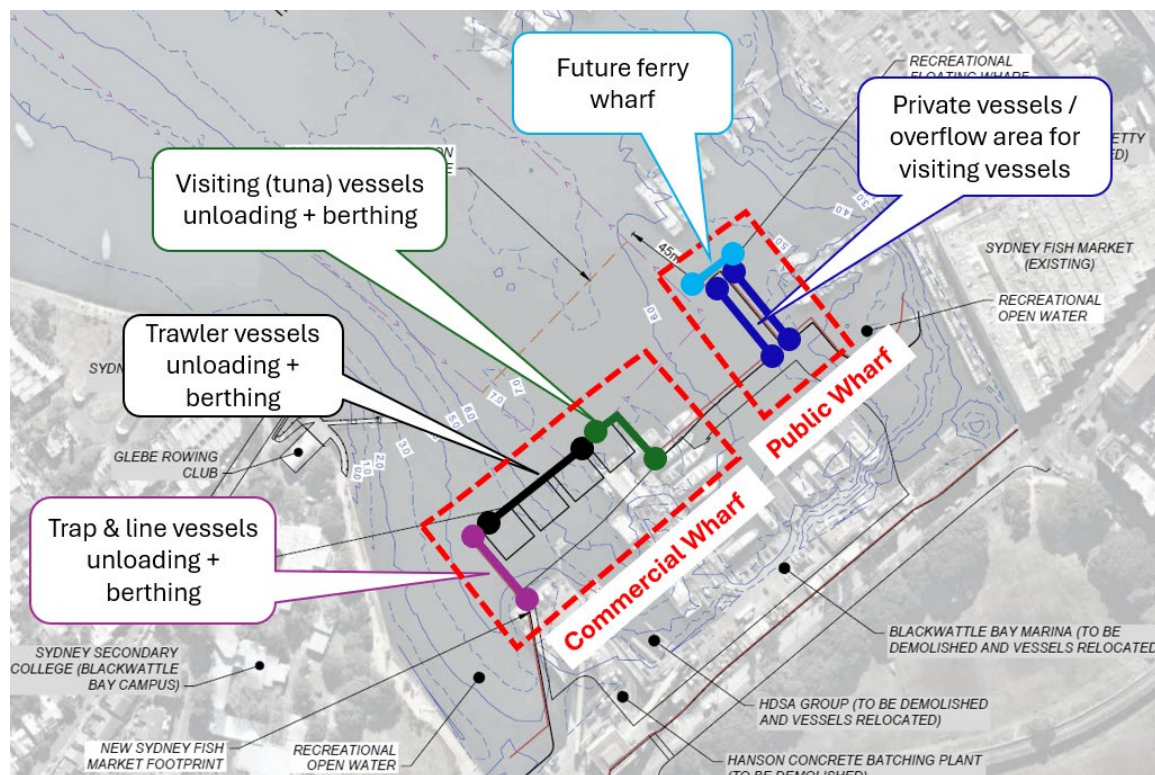


Figure 9 Future ferry wharf location

2.6 Hours of operation

The hours of operation for the wharves are to be consistent with Condition E2 of the project approval, those being:

- Fishing Fleet: 24 hours
- Commercial / Recreational: 7am – 12 midnight

The hours of operation of the ferry wharf have not been confirmed by TfNSW nor are there any restrictions on this use in the project approval for the new Sydney Fish Market. Based on the current timetable of the F10 ferry service it is anticipated the wharf would be in use between the hours of approximately 6.30am through to 8.00pm.

3 Vessel Management Plan

3.1 Berth management – Commercial Wharf

The new Sydney Fish Market wharves provide space for loading/unloading and berthing for all SFM vessels – with each permanent vessel allocated an individual berthing location. This arrangement minimises any instance of vessels waiting or queueing within Blackwattle Bay prior to berthing. Refer to Appendix B for a detailed layout of berthing arrangements for SFM vessels.

The wharf layout will be complemented by continued management of the wharf through an on-site dock manager. The dock manager will be present at all times (including night shifts) on the wharf operated by the SFM to manage vessels that travel to or from the new Sydney Fish Market.

Formal management of the fishing vessel wharves will be implemented via the Bestrane Delivery and Appointment Scheduling System. The scheduling system will enable the Fish Market management team to facilitate scheduled vessel delivery times (if required) and allocate space at the wharves. The scheduling system will be utilised to moderate demand throughout the day if required, particularly during busy periods. The allocation of deliveries to timeslots reduces the risk the wharves reaching capacity and manages the movement of vessels during peak periods for the Sydney Fish Market. The booking system also largely mitigates the risk of queues forming.

Communication between the SFM loading dock manager and SFM vessels out at sea and in Blackwattle Bay will also be possible. Vessels also have the ability to communicate with each other to manage any potential conflicts or advise each other of their movements.

3.2 Berth Management – Public Wharf

The new Public Wharf at Sydney Fish Market will provide short term / casual berthing for recreational visitors, charter vessels and Water Taxi access. This will be limited to 30 minutes per visit. Signage will be in place on the Wharf to clarify this.

When Sydney Fish Markets require overflow berthing, they will book with Placemaking NSW. Where multiple spaces are required Placemaking NSW may close one side of the wharf to Recreational Vessels. Signage will indicate the closure.

Where TfNSW require access to the wharf – a management plan will be implemented by that Authority. Other uses such as swimming or fishing will not be allowed. Signage will be in place on the Wharf to clarify this.

Placemaking NSW will have the ability to close the Public Wharf to vessels if required for major events, or alternately have vessels required to use their on-line booking system to reduce congestion.

Placemaking NSW engage CBRE as their overall Property Manager and a third-party security firm to provide Ranger Services. Currently that firm is Aces Group.

The Darling Harbour control room will provide constant 24/7 surveillance via surveillance cameras whilst CBRE/PMNSW Visitor Services Rangers will patrol the precinct. The Darling Harbour control room operators coordinate communications with CBRE/PMNSW Visitor Services Rangers, monitors the video surveillance, maintains incidents logs and daily reports.

CBRE/PMNSW Visitor Services Rangers will provide co-ordination of security and the assessment of risks with the assistance of Darling Harbour Control Room Operators.

3.3 Management measures

A suite of management measures are outlined in Table 3 to manage potential conflicts and issues associated with vessels travelling within the vicinity of the new Sydney Fish Market. These measures align with those identified in the Navigation Impact Assessment prepared by Royal HaskoningDHV prepared in support of the development application. Additional measures have identified based on the outcomes of consultation undertaken with key stakeholders to inform the development of this OVMP.

Table 3 Vessel management measures

Measure Number	Description of Measure	Primary Responsibility	Timing
1	Modify existing rowing route alignment to provide a sufficient buffer distance from the head of the wharves to minimise vessel interaction with non-powered craft (refer to Figure 10). Powered craft must adhere to speed limits and comply with the requirements of the International Regulations for Preventing Collisions at Sea.	Recreational rowing groups	Prior to opening of the new SFM
2	Maintain existing 4 knot speed limit and no wash zone within Blackwattle Bay	Transport for NSW	Ongoing
3	Continue to undertake monitoring and compliance checks of recreational and private vessels with respect to vessel speed, vessel registration and operator licencing.	Transport for NSW	Ongoing
4	Provide for additional berthing capacity as part of the new Sydney Fish Market development to accommodate all loading/unloading and berthing for SFM vessels	Infrastructure NSW	Prior to opening of the new SFM
5	Management of SFM wharves via an on-site dock manager to ensure that vessels berth at their designated locations and manage any potential conflicts between users of the wharf	Sydney Fish Market	Post opening of the new SFM
6	Reestablish the Bays Water User Safety Group to provide a regular forum for various users of Sydney Harbour to provide feedback relating to on-water management issues.	Transport for NSW	Prior to opening of the new SFM
7	Sydney Fish Market to provide instructions to SFM vessel operators reinforcing the current 4 knot speed limit / no wash zone and noting that approaching and departing vessels using the new Sydney Fish Market wharves are to keep a proper lookout at all times and vessels should give way to passive recreational crafts.	Sydney Fish Market	Prior to opening of the new SFM

Measure Number	Description of Measure	Primary Responsibility	Timing
8	All vessels approaching the Sydney Fish Market wharves, including a future public ferry service, are to approach the wharves on the starboard (right) side – following the route of the existing rowing course and consistent with the requirements of the International Regulations for Preventing Collisions at Sea.	Sydney Fish Market Transport for NSW	Prior to opening of the new SFM
9	Placemaking NSW, in conjunction with TfNSW (Martime) and TfNSW (Customer Journey Planning), to undertake consultation with recreational rowing groups regarding the future public ferry route servicing the new Sydney Fish Market. The consultation will include matters such as the type of ferry to be used, arrival/departure times, ferry route and turning circle requirements near the public wharf.	Placemaking NSW	Prior to introduction of a public ferry service at the new SFM
10	Placemaking NSW to undertake consultation with TfNSW to investigate the potential to limit the operating hours of the public ferry service to prior to 7am so to minimise impacts to recreational rowing groups.	Placemaking NSW	Prior to introduction of a public ferry service at the new SFM
11	Signage to be installed to denote the various berthing areas	Placemaking NSW	Prior to opening of the new SFM
12	Implementation of an online booking system (via Bestrane or similar) for the Sydney Fish Market wharves.	Sydney Fish Market	Prior to opening of the new SFM
13	Implement a booking system for the use of the public wharf for private / recreational vessels at the Sydney Fish Market – particularly during major events such as the Christmas Seafood Marathon, New Years Eve, Australia Day and Sydney to Hobart where higher than average vessel numbers are anticipated.	Placemaking NSW	Prior to opening of the new SFM

Measure Number	Description of Measure	Primary Responsibility	Timing
14	Sydney Fish Market to establish a communication protocol with recreational rowing groups to discuss vessel interactions and mitigation measures for potential impacts on rowers.	Sydney Fish Market	Prior to opening of the new SFM
15	<p>TfNSW to consider the requirement, through discussions with various stakeholders, for additional signage in Blackwattle Bay to outline restrictions such as:</p> <ul style="list-style-type: none"> o 4 knot speed limit and no wash zone; o no anchoring at the head of Blackwattle Bay; o keeping a proper lookout for non-powered craft at all times; o notification of peak times for passive recreation (e.g. dawn and dusk); and, o giving way to passive recreational vessels <p>It is noted that consultation undertaken with TfNSW during the preparation of this OVMP indicated that there was no need for additional signage, noting prominent signs were in place at all key locations in Blackwattle Bay.</p>	Transport for NSW	Ongoing and as part of discussions held in the Bays Water User Safety Group
16	<p>All vessels to enter, exit and operate within Blackwattle Bay in accordance with the TfNSW Boating Handbook and The International Regulations for Preventing Collisions at Sea, with particular attention to the following rules:</p> <ul style="list-style-type: none"> - Rule 2 – Responsibility; - Rule 5 – Lookout. 	All users of Blackwattle Bay	Ongoing
17	Review the effectiveness of the measures contained in this OVMP within six months of opening of the new Sydney Fish Market, and annually thereafter for a minimum period of five years. Undertake updates to the OVMP as required based on the outcomes of these periodic reviews.	SFM Placemaking NSW TfNSW	Six months post opening of the new SFM, and annually thereafter

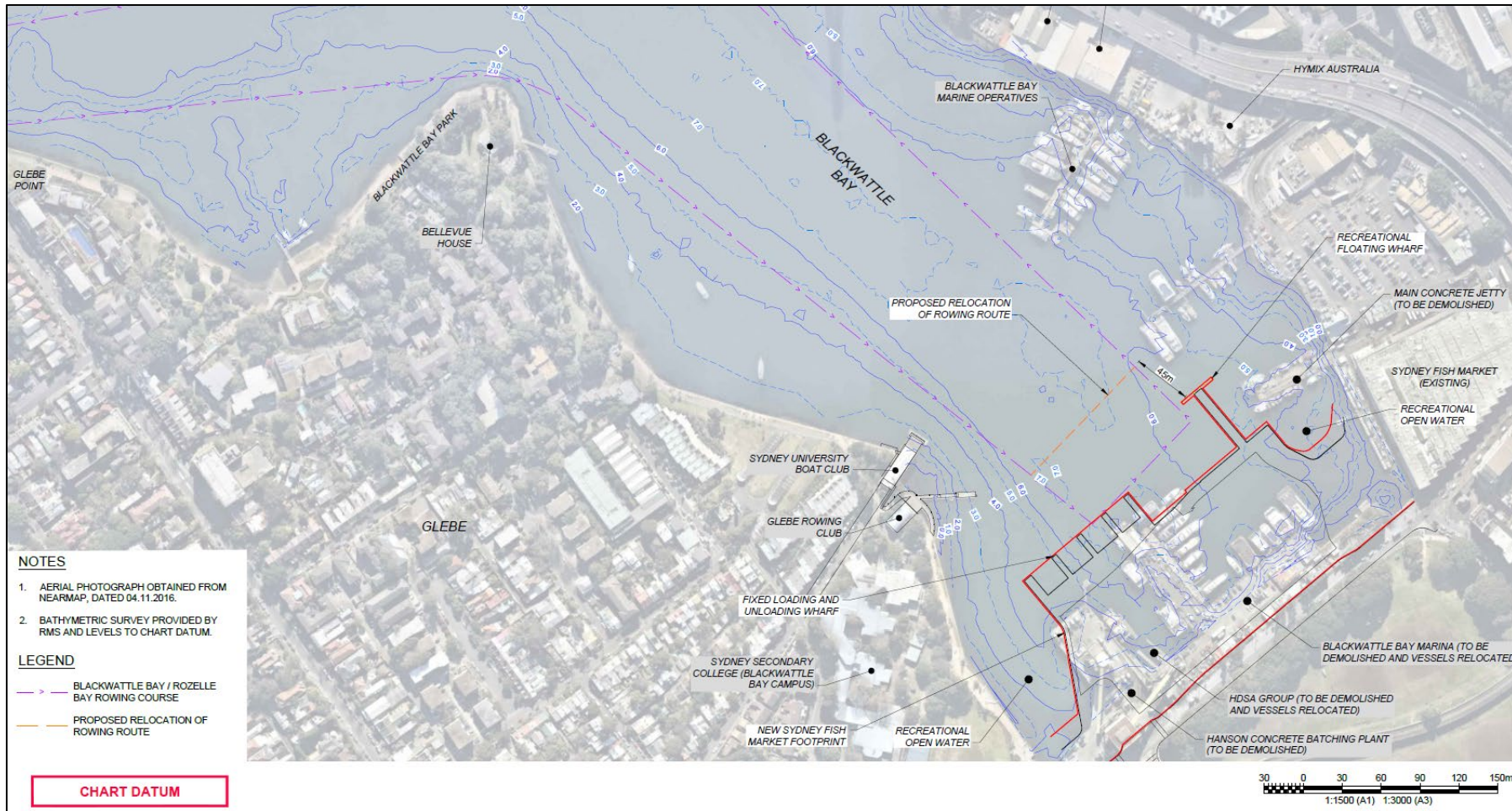


Figure 10 Modified rowing course map

Source: Navigation Impact Assessment prepared by Royal HaskoningDHV

Appendix A: Record of Stakeholder Consultation

Sydney Fish Market Operational Vessel Management Plan – Consultation With Recreational Rowing Groups

DATE / TIME:

- Friday 21 June 2024, 10am – 11.30am

PROJECT:

- New Sydney Fish Market Operational Vessel Management Plan

PARTICIPANTS:

- Sinéad Morrissey (SM) – Infrastructure NSW (INSW)
- Josh Milston (JM) – JMT Consulting
- Nicola Frowen (NF) – Dragaonboaters
- Nick Galea – Glebe Rowing Club
- Mark Tietjen (MT) – Glebe Rowing Club
- Kerry Bigsworth (KB) – Sydney University Rowing Club
- Rob Glendenning (RB) – Sydney University Rowing Club
- Suzanne Jones (SJ) – Rowing NSW

BACKGROUND TO CONSULTATION

- JMT Consulting on behalf of INSW is preparing an Operational Vessel Management Plan (OVMP) for the New Sydney Fish Market project. The OVMP is to be prepared in accordance with the requirements of Condition D25 of the project approval (SSD 8925).
- To inform the development of the OVMP consultation with a number of stakeholders is to be undertaken, including representatives from recreational rowing groups. The purpose of the consultation is to understand any key concerns or proposals from the recreational rowing groups in relation to vessel movements and management within Blackwattle Bay.

KEY OUTCOMES OF CONSULTATION

- All representatives expressed an interest in viewing the draft plan and making comment prior to submission to TfNSW for endorsement. JM noted the requirements of Condition D25 in relation to requirements around consultation.
- MT noted that Sydney Fish Market (SFM) vessels do not generally cause any issues or concerns for the rowing groups. The biggest issue is the interface of the rowing course with the new ferry wharf as well as private/charter boats.
- Representatives wanted to understand what controls and management measures are to be in place to manage conflicts between rowing groups and TfNSW ferries & pleasure boats. RG noted the diversity of users on the water – not just experienced

rowers but also juniors (school aged) and those learning to row which are vulnerable users.

- Representatives expressed a desire for a more formal arrangement for vessels to travel in Blackwattle Bay (one way system) that follows the course of the rowers. Buoys (with lights) may be required to set out the course.
- Vessels entering Blackwattle Bay from Johnstons Bay have an obstructed view at the 'T-intersection) under the Anzac Bridge and this is a common point of conflict.
- MT noted that rowing activities will be impacted by the increase in vessel movements to the new Fish Market. The OVMP therefore needs to take into account vessel movements and management across all local waterways and entry into Blackwattle and Rozelle Bays, rather than Blackwattle Bay in isolation.
- Representatives expressed concern in relation to the new ferry wharf to be part of the Fish Market. The current TfNSW ferry is small and doesn't create a wash, however the new ferry may be larger and provide for a more frequent service. KB noted whether the OVMP could consider recommending that the ferry service not operate prior to 7am to minimise impacts to rowing groups. Another issue regarding the ferry is the turning circle for these vessels near the wharf and the impact this turning circle would have for rowing groups.
- Regarding the current speed limit in Blackwattle Bay (4 knots) SJ noted that many vessels (typically private & charter boats) typically exceed this and have no regard for the no wash zone requirement. This restriction requires better enforcement from TfNSW including raising better awareness of this speed limit for all users. Also can the no wash zone be extended to the end of Glebe Island?
- The Bays Water Safety Group (previously chaired by Maritime within TfNSW) should be reestablished to provide a forum for user groups to communicate any issues or concerns they have around vessel management.
- The representatives expressed concerns in relation to private boats and charter boats - noting:
 - They are currently self regulated with little enforcement – do not adhere to the no wash zone or general maritime rules.
 - NG - there is a need to make them slow down earlier, e.g. through more signage and greater levels of information.
 - NG - can times for public berthing be limited to outside certain periods that do not coincide with peak usage of Blackwattle Bay by rowing groups?
 - Can advanced warning signage be installed to alert operators of private/charter boats if all berthing areas are full?
 - The OVMP should include recommendations for managing the impact of these vessels.
- SJ recommended that JMT Consulting and INSW discuss the issue of private/charter boats further with Sandra Ricketts at TfNSW.
- Can the OVMP recommend that the recreational rowing groups consult on a regular basis with TfNSW, potentially through the re-establishment of the Bays Water User Group.

Sydney Fish Market Operational Vessel Management Plan – Consultation With Sydney Fish Market Staff

DATE / TIME:

- Friday 17 May 2024, 10.30am – 11.15am

PROJECT:

- New Sydney Fish Market Operational Vessel Management Plan

PARTICIPANTS:

- Sinéad Morrissey (SM) – Infrastructure NSW (INSW)
- Josh Milston (JM) – JMT Consulting
- Gus Dannoun (GD) – Sydney Fish Market
- Mathew Ballantyne (MB) – Sydney Fish Market

BACKGROUND TO CONSULTATION

- JMT Consulting on behalf of INSW is preparing an Operational Vessel Management Plan (OVMP) for the New Sydney Fish Market project. The OVMP is to be prepared in accordance with the requirements of Condition D25 of the project approval (SSD 8925).
- To inform the development of the OVMP consultation with a number of stakeholders is to be undertaken, including representatives from recreational rowing groups. The purpose of the consultation with the Sydney Fish Market (SFM) is to understand the following information:
 - Details around the SFM fishing fleet and other commercial vessels that utilise the berths including:
 - size of vessels
 - frequency of vessels (numbers per day)
 - typical time of arrival/departure
 - length of stay
 - Management arrangements to be implemented by SFM for the berthing areas, including any existing arrangements that will be rolled over to the new facility
 - Likely berthing arrangements for the SFM fishing fleet – e.g. location for loading/unloading, overnight mooring etc

KEY OUTCOMES OF CONSULTATION

- GD provided JMT Consulting and INSW with an overview of the current SFM fishing fleet, including vessel types, typical arrival / departure times and how long a vessel would berth for.

- GD provided JMT Consulting with a schedule of all vessels currently frequenting the SFM, including their name, length and whether they are a 'permanent' or 'visiting' vessel.
- GD noted the current constraints at the existing SFM wharves which require ongoing management due to insufficient space for all SFM permanent vessels to berth at the one time. Therefore overnight berthing is required at a separate wharf to ensure sufficient space is available for all berthing activities
- GD then described the improved arrangements that would be in place at the future SFM which will allow for sufficient space for loading/unloading and berthing for all vessels
- With respect to management measures MB noted that the SFM is to implement a formal booking system using Bestrane software. The SFM currently, and will continue to, employ a loading dock manager (including night shifts) to manage vessel loading / unloading on the commercial wharf.
- Other management measures noted were the ability for vessels to be in communication with the SFM loading dock manager and SFM vessels out at sea. Vessels also have the ability to communicate with each other to manage any potential conflicts or advise each other of their movements.

Sydney Fish Market Operational Vessel Management Plan – Consultation With TfNSW (Maritime)

DATE / TIME:

- Thursday 11 July 2024, 3.30pm – 4.00pm

PROJECT:

- New Sydney Fish Market Operational Vessel Management Plan

PARTICIPANTS:

- Sinéad Morrissey (SM) – Infrastructure NSW (INSW)
- Josh Milston (JM) – JMT Consulting
- Drew Jones (DJ) – TfNSW (Maritime) – Waterway Management
- Shane Davey (SD) – TfNSW (Maritime) – Waterway Management

BACKGROUND TO CONSULTATION

- JMT Consulting on behalf of INSW is preparing an Operational Vessel Management Plan (OVMP) for the New Sydney Fish Market project. The OVMP is to be prepared in accordance with the requirements of Condition D25 of the project approval (SSD 8925).
- To inform the development of the OVMP consultation with a number of stakeholders is to be undertaken, including representatives from TfNSW (Maritime). The purpose of the consultation with TfNSW is to understand the extent of any concerns in relation to vessel management within Blackwattle Bay as well as any current or future forms of vessel management to be implemented by TfNSW.

KEY OUTCOMES OF CONSULTATION

- SD noted that the Waterway Management offices is located at Glebe Island and they have a direct view to vessel activities within Blackwattle Bay.
- SD noted that TfNSW regularly undertakes compliance checks within Blackwattle Bay for activities such as:
 - Speed – noting the current ‘no wash zone’ restrictions in place
 - Licencing/registration
 - Illegally anchored vessels
- DJ noted that TfNSW’s highly trained officers can issue fines for speeding vessels that do not comply with the no wash zone restriction – this is based on observations by TfNSW staff of any wash created by vessels.
- SD and DJ both noted no major concerns in relation to compliance of speed restrictions (or other restrictions) for vessels in Blackwattle Bay. TfNSW will continue

to undertake periodic compliance checks following the opening of the new Sydney Fish Market.

- SD and DJ do not see the need for additional signage to alert users of the 4 knot / no wash zone restriction in Blackwattle Bay. They indicated there are numerous locations where signage is in place and there wouldn't be many locations possible for additional signage.
- SD noted the appropriate forum for concerns to be raised regarding vessel management in Blackwattle Bay be the Bays Water Safety User Group. This group is chaired by TfNSW and includes representatives from a number of user groups in Sydney Harbour.
- Regarding the ferry service to the Fish Market, TfNSW noted that the vessel would be required to approach the wharf on the starboard side – following the route of the existing rowing course and consistent with the requirements of the International Regulations for Preventing Collisions at Sea.

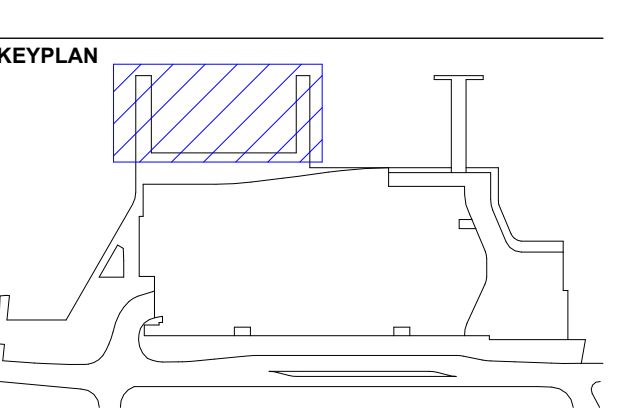
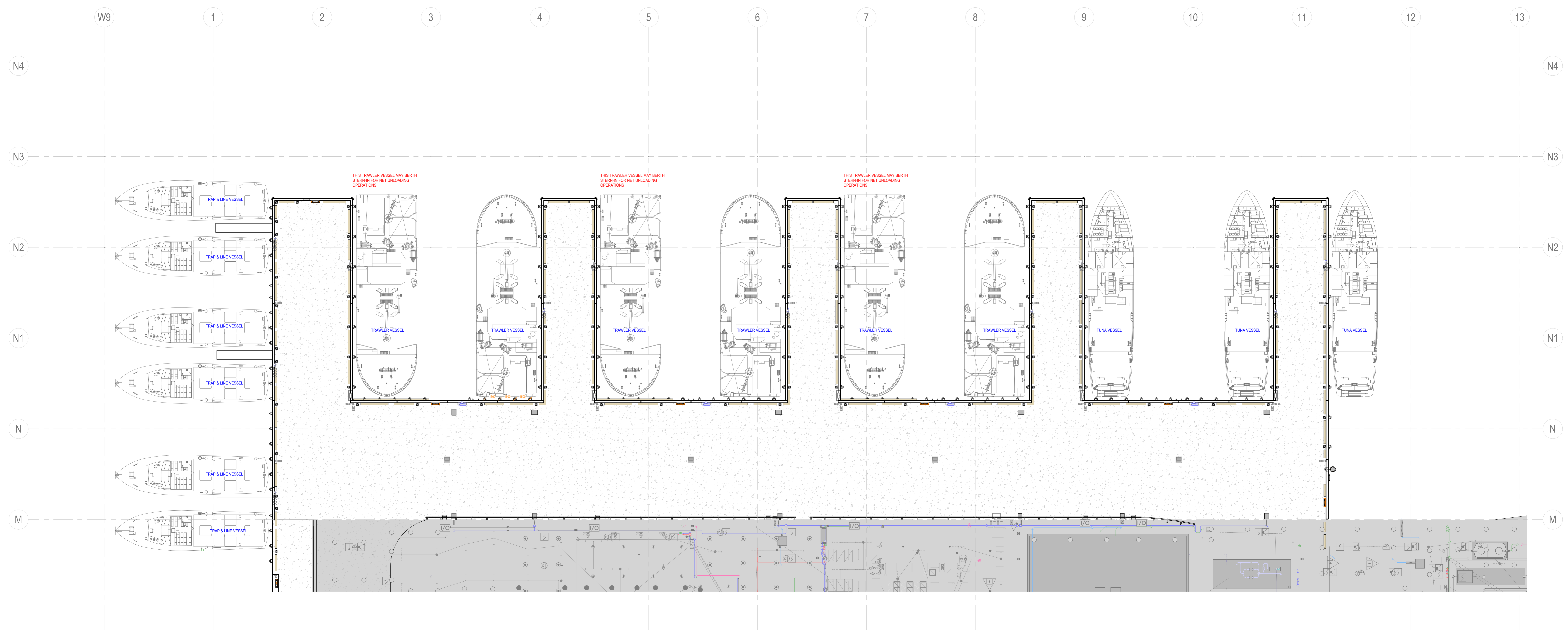
Appendix B: SFM Vessel Berthing Arrangements

WARNING
YOU DIC
 Services shown on this drawing are approximate only. The exact location to be confirmed on site prior to commencement of work.
 These colored drawings shall be used in conjunction with any dimensions. Any discrepancies shall immediately be referred to the Landscape Architect for clarification.
 These drawings shall be used in conjunction with any Engineers, Architects or other consultant information (not linked to legends, schedules, specifications).
 Check all dimensions and site conditions prior to commencement of any work or procurement of materials of any services, materials, fittings or equipment.
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DATE	REV	AMENDMENTS
12/10/2023	A	FOR INFORMATION
27/10/2023	B	FOR CONSTRUCTION
27/11/2023	C	DRAFT 100% SUBMISSION
06/09/2024	D	FOR INFORMATION

NOTES

LEGEND



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ASSUMPTIONS:
 TUNA VESSEL - UNLOADING OPERATIONS CAN OCCUR ON BOTH PORT AND STARBOARD SIDES, WITH STERN-IN BERTHING ONLY.
 TRAWLER VESSEL - UNLOADING OPERATIONS TO OCCUR ON THE STARBOARD SIDE, WITH STERN-IN AND BOW-IN BERTHING. VESSEL MAY BERTH STERN-IN FOR NET UNLOADING OPERATIONS (AT STERN ONLY).
 TRAP & LINE VESSEL - UNLOADING OPERATIONS CAN OCCUR ON BOTH PORT AND STARBOARD SIDES, WITH STERN-IN BERTHING ONLY.

1 BERTHING ARRANGEMENT PLAN - UNLOADING WHARF
 1:150

PROJECT
 NEW SYDNEY FISH MARKET
 15 BRIDGE ROAD, GLEBE NSW

CLIENT
MULTIPLEX

NORTH SCALE A0 1:150 DRAWN CHECKED
 SCALE A2 1:300 MP MG
 DESIGNED APPROVED
 MG MG
 Do not scale dimensions. Scale/draft on drawings and schedules. Refer discrepancies to Landscape Architect for clarification.

STATUS
 FOR CONSTRUCTION

DRAWING
 BERTHING ARRANGEMENT PLAN - UNLOADING WHARF

DRAWING NO. ASP-LA-61022 **REVISION** D

