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Date:	31 January 2018	Contact name:	Matthew Potter
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Classification:	Confidential		

Dear Nick

**Bank Street, Pyrmont - Navigation Impact Assessment
Response to Submission and Preferred Project Report Response**

Following closure of the exhibition period for the Response to Submission and Preferred Project Report, several matters were identified in relation to the Navigation Impact Assessment (NIA) report (Revision 4.0, dated 17 November 2017) prepared by Haskoning Australia.

These matters are outlined below and written responses are provided in turn along with minor amendments to the enclosed revised NIA report (refer **Attachment A**).

1. *Confirm the Navigation Impact Assessment considers all recreational vessel users, including school groups, corporate crews, single boaters (canoes, kayaks) and outriggers, including the Purple Storm Outrigger Club, and update the assessment if necessary.*

The Navigation Impact Assessment (NIA) considers all recreational vessel users. A number of mitigation measures are proposed in Section 4.6 of the NIA to enhance the safety of all passive recreation activities in Blackwattle Bay. The training schedule of the Purple Storm Outrigger Club is listed on their website and has been included in the NIA for completeness (refer Table 2).

2. *Confirm the proposed berthing location of the "Southern Star" and "Sunseeker" vessels in light of the statement in the Navigational Impact Assessment that the wave climate experienced at the marina site complies with guidance for acceptable conditions within AS3962-2001 (Guidelines for Design of Marinas) subject to the berthing location of these vessels.*

We confirm that the proposed berthing plan is shown on Map 5 within the NIA and includes substitution of the 'Sunseeker' with the 'Southern Star' for compliance with AS3962-2001.

3. *Changed marina boundary/lease is pushing rowers further into the bay where greater conflicts with other vessels may arise and safety, visibility issues.*

'Waterway Encroachment' and 'Vessel Interaction' matters are addressed within Section 4.4 and Section 4.5 of the NIA. Several mitigation measures are proposed to address these matters and are summarised in Section 4.6 of the NIA.

4. *TfNSW advises that the modification will have minimal impact on existing Sydney Ferries operations. Noting that Sydney's Ferry's Future (2013) identifies a potential future ferry service for the Bays Precinct, TfNSW considers that the development could have an impact on ferry vessels and services and therefore advises that a Vessel Traffic Management Plan (VTMP) is needed to:*
- *Provide guidance to enhance marine safety and navigation when entering, exiting and operating the site; and,*
 - *To mitigate any potential impacts to any future ferry services including any potential changes to scheduling and timetables for ferry operations in the Bays Precinct.*

TfNSW requests that the applicant is conditioned to prepare a VTMP in consultation with TfNSW, Roads and Maritime Services, and the Port Authority of NSW. The VTMP should be reviewed every 12 months.

A statement acknowledging the potential interaction of the marina proposal with future proposed ferry operations within Blackwattle Bay has been included within Section 4.5 of the NIA. The mitigation measure proposed is to prepare a VTMP as outlined by TfNSW. This requirement has been included in the summary of mitigation measures within Section 4.6 of the NIA.

5. *The issue of the use of sound signals (horns) by marina vessels was raised by a number of submissions received from the public and local residents.*

RMS operations staff have advised that it is not envisaged that the proposed marina facility would be an area where significant sound signalling would be required. This situation was noted to be similar to existing marinas in Blackwattle Bay where sound signals are rarely used due to relatively low vessel traffic movement. As such, noise impacts from sound signals on the surrounding residential areas would be insignificant. A discussion of this issue has been included within Section 4.5 of the NIA report.

We trust the above is acceptable. Please contact me should you require any clarification or additional information.

Yours Sincerely,



Matthew Potter

Senior Engineer
Maritime & Aviation

Attachment A