

Thursday, 9 June 2011

Commercial marina development for Kendall Bay refused

The Director-General of the NSW Department of Planning and Infrastructure has refused a proposed \$10 million commercial marina complex at Kendall Bay at Breakfast Point in the Canada Bay local government area.

The complex was proposed to include a 172-berth floating marina that would cater for vessels from eight to 25 metres in length, along with a kiosk, manager's office and separate car park.

As the marina complex was to be established over parts of the bay that were significantly contaminated, it was proposed to place a geo-textile blanket and other material over the contaminated sediments.

An assessment by the Department found:

- The methods proposed to manage and contain contaminated sediment within Kendall Bay were fundamentally flawed and presented unacceptable risk and uncertainty;
- The proposal would result in unacceptable land use conflict and impacts on the amenity of neighbouring residents and foreshore users;
- The proposal was inconsistent with the aims of the Sydney Regional Environmental Plan (Sydney Harbour Catchment) as it would have encroached into the ferry approach for the Cabarita wharf and was inconsistent with the objective of protecting Sydney Harbour as a public asset; and
- The proposal was not in the public interest as it would only benefit a small number of people, reduce access to the waterway and ferry services, and would represent the loss of one of the last undeveloped bays on the Parramatta River.

Consequently, the project has been refused by Director-General Sam Haddad.

The Department also received advice on the project in April 2011 from the Planning Assessment Commission (PAC).

This advice raised concerns about the adequacy of the sediment protection system, along with visual, ferry service and harbour use impacts. The PAC also found that the evidence supporting the demand for a commercial marina was unconvincing.

Some 343 submissions were received on the proposal, with 11 from government authorities, 23 from special interest groups and 309 from the general public.

Both the City of Canada Bay Council and Sydney Ferries objected to the proposal, while other key government agencies including the Office of Environment and Heritage and NSW Maritime raised significant concerns about the potential impacts of the project.

In addition, all but three of the submissions from special interest groups and nearly 80 per cent of the submissions from the general public objected to the project.

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