

Proposed Development - Outline of Works



Commercial Marina Kendal Bay, Sydney

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1. Scope

- 1.1 This report provides an outline of the proposed commercial marina in Kendal Bay on the Parramatta River in Sydney.
- 1.2 This report has been prepared to provide initial information to the Department of Planning to enable the department to provide advice as to which organisation is the consent authority, and to advise of the department's requirements for any submissions to it and the consent authority.

2. Proposed Development

- 2.1 This section should be read with reference to drawing SK15B.
- 2.2 Breakfast Point Pty. Ltd. propose that a commercial marina containing up to 177 berths is constructed in Kendal Bay.
- 2.3 Facilities associated with the marina being constructed at the same time would consist of:
 - i) A low level jetty in the same location as the original high level wharf structure used for the transfer of coal from vessels to the AGL Works which were formally on the site. The original high level wharf has been removed.
 - ii) A small kiosk at the end of the proposed jetty.
 - iii) A manager's office and small amenity area.
 - iv) A new timber skid for access to the waterway for kayaks, small sailing vessels and other small watercraft.
- 2.4 There will be no maintenance facilities or boat lift as part of the proposed marina development.
- 2.5 Of the 176 berths, 20 berths (approximately 11 percent of the total number of berths) would be for casual mooring. These berths would be destination type berths for day trippers who wish to travel to this part of the Sydney Harbour, and temporarily moor during the day, similar to other destination berths in other parts of Sydney Harbour.
- 2.6 The sizes of vessels and the berths range from 8 metres up to 25 metres. The distribution of berths is shown on the drawing, and is based on the current and predicted demand for berths.
- 2.7 It is envisaged that most of the vessels in the marina would be motor vessels with relatively shallow draft and above water profiles, generally not more than 4m in height.
- 2.8 Sewage pump out facilities, which would be available to the general public, including the day tripper destination berths.
- 2.9 On the land side, parking would be provided in an area which has been allocated under a proposed building on the site.

3. The Location

- 3.1 Kendal Bay is located on the eastern side of Breakfast Point on the Parramatta River. The proposed marina location is west of the commuter ferry at Cabarita. The nearest point of the marina would be 140 metres west of the Cabarita Ferry Wharf.
- 3.2 The marina is no closer than 170 metres from the main navigation channel along the Parramatta River, and would be at least 90 metres from the path of travel for commuter ferries approaching or departing from the Cabarita Ferry Wharf.
- 3.3 The northern most vessels moored in the marina would be 140 metres south of the point known as Breakfast Point, and at least 25 metres east of the mean high water mark, in an area where there is sufficient water depth without the need for dredging.
- 3.4 The site is exposed to weather conditions from the north through to the east-southeast. It is protected from weather conditions in the other sectors, by the surrounding land form and building structures.
- 3.5 The site is affected by waves caused by both wind and vessels. The most significant of the vessel waves are generated by the Rivercat. These waves have the highest energy.
- 3.6 The subsurface layers of the bed of Kendal Bay contain various deposits from the former AGL site which operated on the landside area for the order of 100 years.
- 3.7 Currently the nature of these deposits is the subject of site investigations and testing being undertaken by AGL.
- 3.8 The Department of the Environment and Conservation, with AGL, are assessing the type and extent of remediation which will be required in Kendal Bay.
- 3.9 To the west of the marina, on the land above the mean high water mark, the land form rises up from a level at the foreshore of RL+1.8 (AHD).
- 3.10 For a distance of 15m landward of the mean high water mark, is a zone of landscaped public open space which extends around the whole of Kendal Bay. West of the public open space, medium density residential buildings have been constructed.
- 3.11 Near the landscaped open space, the residential buildings are two to four storeys. West of these buildings there is open space and higher rise medium density residential buildings.

4. Planning

- 4.1 Zoning Maps 2 and 3 of the Sydney Harbour Catchment Regional Environment Plan identify the waterway area of the proposed marina as W1 – Maritime Waters.
- 4.2 Commercial marinas are permitted with consent in zone W1.
- 4.3 The local Environment Plan for Breakfast Point specifies that, subject to demand, a commuter ferry facility should be provided at the site. The proposed ferry wharf could be deleted with the agreement of the Canada Bay Council.

5. Identified Issues

- 5.1 The key issues which will have to be addressed by the developer in submissions to the Authorities seeking consent, have been identified as:
 - a) Parking and traffic;
 - b) Demand – justification for the number and size of the berths;
 - c) Vessel movement effects on bed material;
 - d) Navigation effects on ferry services to Cabarita Wharf;
 - e) Visual effects;
 - f) Noise effects;
 - g) Possible disturbance of existing contaminated sediments in Kendal Bay.
- 5.2 Parking will be provided near the marina in an area allocated for accommodating the number of cars required by the Council and Australian Standard AS3962 – Guidelines for the Design of Marinas.
- 5.3 An assessment of the demand for marina berths has been undertaken. This assessment has reviewed the occupancy of marina berths in marinas along the Parramatta River, waiting lists for these marinas, and the registration of vessels in the Sydney area, both currently and over the past 20 years. It has been found that there is a significant demand for berths for vessels from 10m in length up to 25m in length.
- 5.4 The bed of the bay could be disturbed by waves generated from wind effects, and vessels, both recreational, commercial and ferries including the Rivercat.

The bed of the bay could be disturbed by the localised effects of propeller wash.

Currently, there is no restriction on vessel movements into and around the Kendal Bay. Rivercat waves affect the whole Bay. Of all the waves and propeller wash effects which occur in Kendal Bay, the Rivercat waves have the greatest potential to disturb bed sediments.

The proposed marina will reduce the effect of short period vessel and wind generated waves which currently move through Kendal Bay.

The effect of the marina on the disturbance of any contaminants in the subsurface bed material will be assessed, having regard for the remedial measures proposed for the bed of the Bay by the NSW Department of the Environment and Conversation, and AGL.

An outline assessment methodology would be as follows:

- i. Review existing available information from sediment testing reports.
- ii. Using mathematical models, determine the likely depth of sediment disturbance from localised propeller water effects and compare these with the likely depth of sediment disturbance from current wave and propeller wash effects, taking into account the unrestricted access currently available to the whole of the waterway up to the mean high water mark.
- iii. If considered worthwhile, undertake laboratory and or onsite testing and measurement of sediment disturbance from local propeller wash effects.
- iv. Undertake site sampling if necessary, to establish a better understanding of the distribution of contaminants in the area affected by the development.
- v. Prepare a management plan, and if necessary a site remediation plan, to minimise the risk of disturbance of contaminants which could become a risk to public health.

5.5 Currently, the Rivercat vessels travel through Kendal Bay on a path between Breakfast Point and Cabarita Ferry Wharf, which is east of the proposed marina. In the vicinity of Breakfast Point, the path of travel should be modified to ensure the Rivercats are no closer than 120m east of the marina. This is a similar distance to that which occurs when Sydney Ferries' vessels pass Cabarita Marina.

5.6 The level of the jetty will be lower than the public access foreshore zone. Generally the highest part of the superstructure of the larger vessels will be lower than the first floor of the nearest buildings. Further away from the foreshore, all residences will look over the tops of the vessels.

The visual effects will be addressed using accepted assessment criteria considerations, near and far views, and with consideration to view corridors through the marina.

5.7 Noise effects would be assessed by undertaking site measurements of the existing noise environment, including vessel movements and rowers practicing on the Parramatta River. The measurement of existing noise levels would be undertaken over at least one week and possibly two weeks. The measured noise levels would be compared with noise levels known to be generated by the types of activities which will occur in the development. The existing noise levels and noise levels from the proposed development would be compared with published acceptable noise levels. Based on this comparison, the environmental effect of the marina development would be determined.

6. Justification for the Development

- 6.1 The marina will satisfy a current and future demand for vessel berths, thereby enabling more public access and use of Sydney waterways.
- 6.2 The marina will provide facilities (sewage pump-out, and destination berths), which are currently in short supply along the Parramatta River.
- 6.3 In accordance with the NSW Maritime Authority Boat Storage Policy for Sydney Harbour, the marina (which will be a commercial marina), will provide more commercial moorings.

7. ATTACHMENTS

7.1 DRAWING SK15B

1. DATUM - ZERO ON FORT DENISON TIDE GAUGE (ZFDTG).
2. THE BED CONTOURS ARE TAKEN FROM A HYDROGRAPHIC SURVEY BY 'HARVEY HYDROGRAPHIC SURVEYS' UNDERTAKEN ON 06.08.01 TO 08.08.01 INCLUSIVE.
3. WHERE VESSEL IS SHOWN IN BERTH ON PLAN 'I', BERTH IS TO BE USED FOR MOTOR VESSELS ONLY.
4. TEMPORARY (DAY TRIPPER) BERTHS

No. OF CAR SPACES REQUIRED - (I) BASED ON AS3962-2001 : 55 MIN. TO 109 MAX.
- (II) BASED ON RTA PARKING REQUIREMENTS
AS ADOPTED BY CANADA BAY COUNCIL : 109

VESSEL SCHEDULE			PERCENTAGE OF TOTAL (%)
VESSEL LENGTH (m)	No. of BERTHS		
	TEMPORARY BERTHS	PERMANENT BERTHS	TOTAL
8	-	10	10
10	3	21	24
12	6	36	42
14	5	39	44
16	4	28	32
18	-	12	12
20	-	6	6
>20 - 25	2	5	6
TOTAL	20	157	177

LEGEND

- CMB : CHANNEL MARKER BUOY.
CRP831 : EXISTING MARKER BUOY.
SPC : EXISTING CHANNEL MARKER PILE.
(16) : VESSEL LENGTH.
P : PEDESTRIAN PUBLIC ACCESS.
V : VEHICLE AND PEDESTRIAN PUBLIC ACCESS.



PRELIMINARY ISSUE ONLY

- NOT TO BE USED FOR CONSTRUCTION
- SUBJECT TO CHANGE AS SCHEME DEVELOPS
- IF USED FOR COSTING, ALLOW FOR THE PRELIMINARY NATURE OF THIS DRAWING.

BREAKFAST POINT MARINE WORKS

CLIENT :
ROSECORP Pty. Ltd.

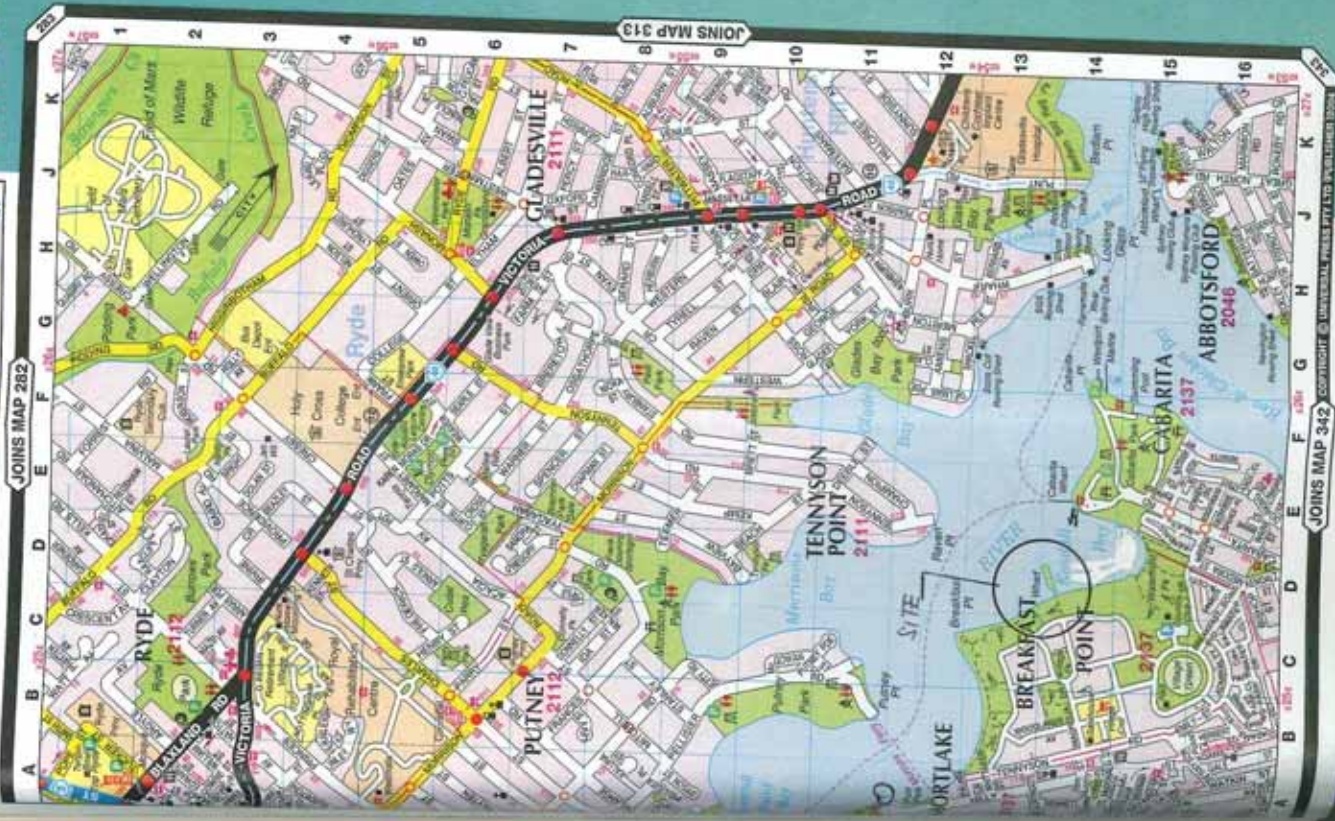
CONCEPT FOR MARINA

Design	Scales	Job No.	01013
Drawn	1:1000	Dwg. No.	SK15
App'd.	Date 27.10.06	Rev. No.	B
	Sheet Size B1		

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7.2 STREET MAP



7.3 NSW MARITIME AUTHORITY PLANS

PLAN N°:
Date Produced: 02 May 2006
CUSTOM PLAN
LGA: RYDE/CANADA BAY
Breakfast Point

NSW MARITIME
John Ireland
Surveyor registered under the
Surveying Act 2002
Plan compiled from information held in the
Survey & Digital Information Branch



NSW Maritime
Boundary
0 20 40 60 80 100m
at metres
Depth contour
(Plan of Aug '03)
Intertidal access
Mangrove
Vegetation
Aquatic

