

10 November, 2020

Chief Executive Officer  
Northern Beaches Council  
725 Pittwater Road  
Dee Why  
NSW 2099

Northern Beaches Council  
[council@northernbeaches.nsw.gov.au](mailto:council@northernbeaches.nsw.gov.au)

Dear Chief Executive Officer,

**RE: Manly Boatshed 1B Bolingbroke Parade Fairlight NSW 2004 DA 2020/0514  
Supplementary Submission – Sydney Harbour Foreshores and Waterways Area  
Development Control Plan (2005)**

This document is a supplementary submission by way of objection to DA 2020/0514 and is intended to be read together with my earlier submissions of 14 July, 30 October and 6 November.

This supplementary submission draws Council's attention to the provisions governing traffic and parking generated by marina development contained in 4.7 of the Sydney Harbour Foreshores and Waterways Area Development Control Plan (2005).

An examination of sheet 4 of the 'Foreshores and Waterways' SREP map shows the site is within the area covered by the DCP and hence the DCP will need to be taken into account.

The DCP at 4.7 is as follows:

*Traffic and Parking*

- *Land-based impacts including traffic volumes and parking demand meet established performance standards;*
- *Adequate car and trailer parking (based on the number and type of berths, associated activities and number of employees) is to be available on-site. Off-site parking is acceptable only where it does not reduce community amenity or generate adverse traffic impacts; and*
- *The adverse impacts of traffic and parking generated by boat storage facilities in terms of congestion, safety, air quality and noise are to be minimised.*

These provisions, and especially the second bullet point, all militate against the approval of the intensified use of the site which is proposed by the development application. The extra craft storage and 32 plus (numbers have not been specified) seat food and drink facility to operate over very extended hours will all bring many more people to the site over extended hours and inevitably produce traffic and parking impacts which will reduce local amenity and generate adverse traffic impacts. These matters are the subject of the report of McLaren Traffic Engineering which has been submitted on my behalf.

Interestingly, the third bullet point above requires the congestion, safety and noise of the traffic and parking impacts to be assessed and minimised, contrary to the applicant's submission at p7 or the Response to Issues letter from Planning Ingenuity to the Council of 18 September, 2020.

I again urge Council to refuse this DA.

Yours Faithfully  
Victoria Cowan