
From: DYPXCPWEB@northernbeaches.nsw.gov.au
Sent: 18/11/2024 5:42:10 AM
To: DA Submission Mailbox
Subject: Online Submission

18/11/2024

DR Karrie Rose
7 / 7 - 7 cove AVE
Manly NSW 2095

RE: DA2024/1216 - Gourlay Avenue BALGOWLAH NSW 2093

Northern Beaches Council
16-11-24

Regarding Development Application 2024/1216

Dear Sir or Madam,

As a private swing mooring owner and regular user (swimmer, kayaker, paddleboarder, sailor and walker) of North Harbour, I am writing to express my concerns regarding the proposed Application to expand the footprint, seascape and commercial use of North Harbour Marina. I have read the Development Application and strongly object to the expansion based on errors and omissions in the Application, in the Statement of Environmental Effects, in the Management Plan and based on impacts on the local environment, and reduced public amenity of North Harbour and the Spit to Manly walking track.

In my view, the expansion of North Harbour Marina to house multiple super-yachts will have a profound impact on the recreational and visual amenity of the North Harbour area. These changes and greater vehicular traffic along the track approaching North Harbour Marina, will negatively impact the perceptions of locals and visitors entering the Manly area through this gateway.

Furthermore, I fully support each of the concerns raised in the submissions of other community members. Those concerns include:

- The estimated cost of the proposed development is either ridiculously or deceptively low in relation to the works planned. Based on the plans, the application, the complexities of marine construction, and current construction costs, this is a multi-million dollar project, rather than the \$257,500 estimated
- As stated in the Guidelines for Statements of Environmental Effects, the drawings and elevations should include the largest vessels that could be berthed there, including the proposed 25 - 32 metre long, multi-story superyachts
- The community should have the opportunity to view and comment on any amended plans. Community members should be able to assess the altered amenity for all harbour users when the marina is visualised replete with vessels, in the context of the entirety of North Harbour
- Those invited to review any amended application should include the community and groups that use this area of the harbour, such as Manly Yacht Club, North Harbour Boating Community, and others
- Homeowners across North Harbour, who will be impacted by the visual changes, sounds of a licenced restaurant, exposure to large engine and generator exhaust, and to expanded commercial activities on the site should also be invited to review any amended application

- The Statement of Environmental Effects must include not just the infrastructure, but the vessels using the infrastructure, including visual pollution, noise pollution, light pollution at night, chemical pollution from exhaust, increased wakes, shading of seagrass beds, and impacts of propulsion systems.
- It seems highly unlikely that existing piles will accommodate the safe berthing of multiple 25-32 m superyachts during the direct impacts of southeasterly winds during East coast lows, which are occurring at increasing intensity and incidence. Any assessment of environmental impacts should include the impacts of the required dredging and pile driving on seagrass beds, other benthic communities, and the penguins, marine turtles and seals that regularly use this portion of the harbour.
- The Management Plan should include a risk assessment and mitigation actions that will be undertaken to protect North Harbour from the impacts of damage that could be caused by North Harbour Marina vessels and infrastructure during storms or other misadventure.
- There are no effluent pump-out facilities or arrangements at North Harbour Marina. The current operations of such a large marina, with many large vessels should include a plan and system for effluent management, as it is illegal to discharge untreated sewerage from any vessel into navigable waters in NSW (Marine Pollution Act 2014). The Application should articulate how effluent is managed from the existing yachts and how the expanded size and number of yachts will be accommodated
- Measurements, diagrams and traffic corridors (fairway channels) for vessels using the marina, and other harbour users navigating around the marina, should meet industry standards and be included in the Statement of Environmental Effects and Management Plan.
- All commercial activities for the proposed infrastructure should be articulated in the application and the Management Plan, including: the licensed restaurant, Freedom Boating, other boat chartering and maintenance services.
- The driveway to North Harbour Marina is a shared community space, and it also forms a portion of the Spit to Manly walkway. The driveway is narrow, poorly lit, and along the steep hill down to the marina, does not accommodate both vehicular and walking traffic. On this section of the road, drivers can find it challenging to visualise walkers. On beautiful sunny days, the foot traffic along this section of the Spit to Manly walk is very high. Vehicular movement on this section of the walk relies on attentive walkers being aware and getting out of the way of vehicles. The Statement of Environmental Effects and the Management Plan for the expanded facility should document projected increases to vehicular traffic and how dual use of the track will be maintained and managed. How will council and the applicant keep the Spit to Manly walkway open and accessible during construction, and with increased vehicular traffic through the operation and use of the licensed restaurant, boating charter services, and expanded commercial activities day and evening (darkness)?

I have no objection to the marina continuing to operate in accordance with its current council approvals.

Thank you in advance for listening to and responding to the many voices of those that use North Harbour.

Sincerely,
Karrie Rose