
From: DYPXCPWEB@northernbeaches.nsw.gov.au
Sent: 4/11/2024 2:11:03 PM
To: DA Submission Mailbox
Subject: TRIMMED: Online Submission

04/11/2024

MS Karina Holden
4 / 55 Esplanade Park PDE
Fairlight NSW 2094

RE: DA2024/1216 - Gourlay Avenue BALGOWLAH NSW 2093

November 4, 2024

Maxwell Duncan
Northern Beaches Council
council@northernbeaches.nsw.gov.au

Subject: Opposition to Development Application DA2024/1216 - North Harbour Marina

Dear Mr. Duncan,

I am writing to express significant concerns regarding Development Application DA2024/1216 for the North Harbour Marina. As a resident who has lived in North Harbour for over twenty years, I suggest the nature of the development being proposed is alarming and out of character for what is one of the most ecologically sensitive parts of Sydney Harbour.

Below are key issues and recommended actions I believe the Council should address:

TRANSPARENCY

Residents directly impacted by this development were not adequately informed until recently. Several key components in the DA, including superyacht berthing and a liquor license, were not prominently disclosed, suggesting an attempt to downplay potential impacts.

I believe there is now a suggestion to cap the development to berth yachts up to 15 meters. And yet should the channel be put into place, we can anticipate larger vessels will start to utilise the marina, even on a temporary basis. The lack of transparency and the stealth by which the developer has so far operated gives us little faith in this submission.

A redevelopment of this type within Sydney Harbour needs approval from requires permission from relevant authorities, including the Maritime Services Board (Transport for NSW) the entity that oversees waterway management, including compliance with the Marine Safety Act 1998 and Marine Safety Regulation 2016.

A Permission to Lodge (PTL) application should be required, as marinas are generally located on Crown Land, and Transport for NSW manages and provides consent on Crown waterfront property.

Can council confirm a PTL has been cited for this DA?

OVERDEVELOPMENT

The proposed size of permanently berthed yachts/boats at the marina will dominate the cove. As the plan shows, most vessels of the size specified would protrude beyond the leased area line into the interior channel. I refute the applicant's suggestion that, "there is little change to the existing footprint". Large vessels, such as proposed superyachts, would cause a visual obstruction. Charter boats and party boats should not be part of the mix in North Harbour. Their presence contradicts regulations aimed at protecting the Sydney Harbour foreshore's visual amenity.

ENVIRONMENTAL IMPACT

The unique conditions and the seagrass meadows in North Harbour allow for a range of species that do not thrive elsewhere in Sydney Harbour, making it a biodiversity hotspot. These seagrass meadows are vital for marine life, providing shelter and nursery grounds for a variety of fish, crustaceans, and even sea turtles that come to graze. North Harbour is home to several species of seagrass, with *Posidonia australis* being a particularly important one. *Posidonia* meadows are slow to recover if disturbed, making them a priority for conservation efforts.

Seagrasses also filter and trap sediments, reducing water turbidity and enhancing water quality. This benefit is crucial in urban areas like Sydney Harbour, where run-off from land-based activities otherwise degrade marine habitats. Potential seagrass damage from redevelopment of the marina and the greater prop wash from bigger vessels will create adverse conditions leading to die off. This should be avoided at all cost.

ACOUSTIC IMPACTS

North Harbour is a naturally formed amphitheatre, where sound travels effortlessly across the water. Having lived here for over 20 years, directly facing the proposed redevelopment site, I know firsthand how any increase in noise will resonate throughout the area, impacting residents profoundly. The potential for after-hours parties all threaten the peace of this area. This is a residential haven, not an entertainment precinct-a fact the Council has explicitly affirmed. The proposed redevelopment would irreversibly disrupt the peace that defines our community.

TRAFFIC AND PARKING

The submission by Addenbrooke on 'Traffic and Parking Impact review' refutes the RTAs recommendations and suggests there will somehow be a 'reduction of parking demand' on Gourlay Avenue should the development go ahead. I fail to see how this could be the case when the development includes a licenced café operating from 6am to 9pm, additional berths for larger yachts and storage racks for 72 watercraft. Facilitating larger vessels opens the doors for charter operators and their passengers to start using the area for day cruises and party operators.

Addenbrooke's review compares parking use at marinas in Rose Bay and Point Piper to justify its 'reduction of parking demand'. This comparison is ridiculous considering these marinas are on regular bus routes and major roads in high density areas. North Harbour Marina is in the corner of a bushland reserve with the nearest public transport 800m away on an irregular bus route.

The Statement of Environmental Effects report parrots the same inaccuracies in the Addenbrooke review, overlooking the sensitive bushland reserve, where the single lane road is shared with pedestrians on the busy Manly to Spit walk. Safety concerns for families and their small children who frequent this road should be a serious concern for Council.

Simply put, the current parking capacity is inadequate to handle the proposed redevelopment.

The suggestion that passengers could alternatively use the Manly Boatshed wharf for pick up and park in Bolingbroke Parade as an alternative to parking in Gourlay Avenue is no more a solution than the problem that will be created on the southern foreshore.

Already the access road to the Manly Boatshed on the opposite part of the foreshore has traffic and parking issues. Since the removal of resident parking along the walkway in 2007, nine residencies rely on parking on Bolingbroke Parade, creating ongoing parking pressure in an area popular with tourists and boat owners.

The council should be aware of the inaccuracy reflected in the submission and the subsequent parking and access issues that will impact residents.

DINGHY PLATFORM

The proposed platform for storing 70 dinghies on a large concrete structure with no properly designed access to the beach raises concerns that it could serve as a foundation for a permanent building in the future, such as a restaurant. Considering the lack of disclosure and inaccuracies in the applicant's submission, I do not believe the DA is a true reflection of the extent of what is being proposed.

Given these substantial concerns, I urge the Council to be vigilant to the overdevelopment in the area and reject this development application. The proposal, as it stands, is incompatible with both community well-being and environmental integrity.

Thank you for your attention to these pressing matters.

Sincerely,

Karina Holden