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**From:** Andrew Morrison  
**Sent:** 24/06/2025 12:28:51 PM  
**To:** Council Northernbeaches Mailbox  
**Subject:** TRIMMED: Fw: Email  
**Attachments:** Email Maxwell Duncan 22.6.25.docx;

[REDACTED]

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**From:** Jeannie Williams  
**Sent:** Tuesday, June 24, 2025 12:17:15 PM  
**To:** Andrew Morrison  
**Subject:** Email

Kind regards

**Jeanette Williams**

[REDACTED]

[REDACTED]

[REDACTED]

Email to Maxwell Duncan

Northern Beaches Council  
RFI – North Harbour Marina DA 2024/1216

Email: [council@northernbeaches.nsw.gov.au](mailto:council@northernbeaches.nsw.gov.au)

Dear Maxwell

Further material in relation to DA 2024/1216 on the Council Website implies that a Further Amended Application has been made to the Council. Has this been notified to the residents around North Harbour?

In particular, I note the Waste Referral Response, Traffic Engineer Referral Response, TfNSW Referral Response, Plans Marina, Plans Master Set – Amended, Environmental Health Referral Response – Industrial Use and Environmental Health Referral Response – Commercial Use.

I note that Traffic Engineer Referral Response lists an Amended Proposal which includes the following changes.

- Removing 10 commercial swing moorings.
- Add 9 additional berths in both the eastern and western arms.
- Removing the existing two slipways and replacing them with 72 dinghy racks and associated decking.
- Facilitating a new kiosk to serve as on-premises venue along with the extension of the deck connected to the existing Marine Building.
- Extending the deck area of the Marine Building and converting part of the office space into a café kitchen, to lease the café space to a local operator, providing services for both boat users and pedestrians on the Manly to Spit Bridge track.

I comment as follows:

The café proposal asks for opening hours between 6am and 9pm. This has the potential through lights, noise and access to significantly and adversely affect the relatively rural area of North Harbour. It is suggested that the café would have limited or no effect on parking in Goulay Avenue. Given that a café which serves meals, those using boats and those walking past, this analysis makes little sense. Such a café would presumably have a minimum of 3 or 4 staff at any one time and that in turn must mean an additional 3 or 4 vehicles in Goulay Avenue. It makes it likely that those using boats and parking nearby will occupy parking spaces for longer periods. Goulay Avenue struggles to cope with parking at present, particularly on weekends, and suggestion that parking is unlikely to be a problem makes little or no sense.

It would be helpful to know if the septic pump out facility at the end of the western arm of the Marina is functional and is available to boat users in North Harbour.

The removal of 10 commercial swing moorings and replacing them with 9 additional berths in the eastern and western arms will no doubt be financially rewarding to the applicant if granted but at a significantly increased cost to those owning boats moved into berths.

The proposal remains non-compliant with the Australian Standard in respect of the interior channel between the two arms of the Marina. See AS3962 at 3.1. The minimum standard for vessels to enter and leave is 20m width. Most of the internal channel is less than that and at the southern end it is only 17m and probably less since boats made well jut out from the berths on each side. This is clear because it has been suggested in writing by North Harbour Marina on 19 February 2025 that the largest boat that will be accommodated is 15m. The plan shows boats of 12m and 14m. Not merely is the internal channel nowhere near the Australian Standard preferred width of 25m but it seems likely to be well under the 20m minimum for most of its length. The plan provided does not appear to show measurements in this regard.

In addition, it is proposed to berth a motor vessel on the eastern side of the eastern arm close to the 1m depth mark. That proposed berth is outside the current leased area. The use of a motor vessel in that area has the potential to put at risk the general public using that beach for swimming including children and dogs and those launching and recovering small watercraft. It also has the potential to damage the delicate sand retention problem on that beach which is already suffering from the Council's stormwater drain which empties onto the beach from above and which frequently from lack of maintenance and poor design overflows across a substantial portion of the beach.

All of the above matters are likely to be of great concern to those living and working around the western arm of North Harbour and the attention of locals should be drawn to an Amended Application so that an appropriate response can be provided.

Yours faithfully

Dr Andrew Stewart Morrison RFD KC/SC

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