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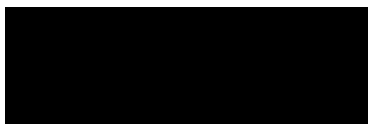
**From:** Backup Account  
**Sent:** 19/03/2025 10:45:29 PM  
**To:** Council Northernbeaches Mailbox; Maxwell Duncan  
**Subject:** TRIMMED: Submission re DA2024/1216 North Harbour Marina  
**Attachments:** Submission to NBC re North Harbour Marina 19325 - name and address to be redacted.pdf;

Dear Mr Duncan,

Please find attached a submission in relation to DA2024/1216.

I ask that my name and address be withheld for reasons of privacy.

Kind regards



**Re: DA2024/1216 North Harbour Marina (name and address to be withheld)**

Dear Mr Duncan,

I object strongly to the proposed North Harbour Marina developments as per DA2024/1216.

There are so many eloquent and substantive objections to this proposal it is difficult to say much more. The unprecedented level of objections says something about the problems with this proposal.

And unfortunately, the developer has not listened to those objections in any substantive way.

I have spent a lot of time on North Harbour over the past 40 years.

Here are a few observations from a lifetime sailor and a 10 year plus mooring holder in North Harbour.

### **Sacrifice of Public Moorings**

One particularly concerning aspect of the proposal is that the proposed “super yacht channel” would require 3 public moorings to be sacrificed. This is plainly unfair and contrary to the principle that:<sup>1</sup>

- (i) *“Sydney Harbour is a public resource, owned by the public, to be protected for the public good,*
- (ii) *the public good has precedence over the private good,..”*

This aspect of the development also undermines the important principle that the development should “...*promote the equitable use of the Foreshores and Waterways Area, including use by passive recreation craft....”*

Various submissions have objected to this aspect of the proposal and the developer has no answer.

### **There is no need for a channel**

Old timers such as me, remember well the old channel through North Harbour was ineffectual and was rightfully abandoned to allow for a more sensible arrangement which allowed more mooring holders to share the harbour.

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<sup>1</sup> See generally the State Environmental Planning Policy (Biodiversity and Conservation) 2021 and the insightful submissions made by this resident - [DA2024/1216 - Submission - Details Withheld - Additional Information](#)

Old timers such as me also know it is perfectly safe and straightforward for vessels under say 15m to exit the bay through the existing moorings. Any suggestion to the contrary is demonstrably incorrect.

I suspect the real reason why this developer has not let go of the channel is that his superyacht plans have not been abandoned.

### **The channel will reduce public access to North Harbour**

The proposed channel will reduce public access to North Harbour.

- At the moment, there is very little traffic on the bay and the marine traffic is invariably at reasonable speeds. This means that the bay is a great spot for family groups or inexperienced people to try out or to enjoy stand up paddleboarding or kayaking etc. And it is a nice quiet spot to drift around and have a fish. If the channel goes in, marine traffic, speeds and wash will all increase and public amenity will be the loser.
- At the moment, the entire bay is open for public use and it is possible to throw out a fishing line or paddle or just drift around anywhere in the bay. If this proposal is allowed, then of course the super yacht channel will become a no-go zone for recreational users.

### **More boats to be berthed at the marina - Seriously?**

The gap between the 2 marina arms is barely wide enough “as is”.

I have watched over many years, the challenges faced by customers of this business as they try to maneuver their boats into the inside berths of the current marina. If more boats are crammed into that inside section as proposed, it is hard to see how the marina can be seen as fit for purpose.

And how can this cramming of extra berths into the marina be reconciled with the suggestion that a channel is required for reasons of safety and good navigation? Do those considerations only apply once the boat has managed to leave the marina?

The submissions on this topic of Bruce Davis, (former proprietor of this business) are impossible to argue with.

I would add that aesthetics of “wall to wall 14m boats” crammed within the marina complex are also troubling and would detract significantly from the beauty of this spot. This “marine parking lot” is already full to the brim and with hindsight, should never have been approved on the present scale. The prospect of cramming more boats into an already oversize facility is unacceptable. We need to show more respect to the harbour.

### **New Marina Berths should be limited to 10m**

There is a 10 year waiting list for public moorings in North Harbour. And when those public moorings become available, members of the public on that wait list will only be able to moor boats of 10m or less.

If this 10m cap is imposed on new public mooring holders, it is only reasonable that this same condition should apply to new marina berths. In either case, boats of more than 10m significantly increase congestion and clutter and traffic in the bay.

The harbour is a public asset and it is inconceivable that there should be one rule on this topic for the public and another rule for this developer.

### **Why another downgrade to the working harbour?**

This developer took on the lease knowing that it is public land, and that the developer, as tenant, has obligations to provide services to the boating community.

If the developer wants to limit key services by removing the slipway, it is only reasonable to expect that any replacement facilities should be beneficial to the boating public and set up in a first-class manner.

The proposed dinghy storage does not meet such expectations – it is unsightly and dysfunctional. The dysfunctional character of those facilities is evident from the fact that the dinghies cannot be launched from this site. Instead, the dinghies will need to be dragged from the site and launched from adjoining public land.

I have lugged around and launched heaps of dinghies over the years and the proposed arrangement is just not on.

Is this really the best that this developer can offer for such a remarkable site? Is it impossible or impractical to design these facilities to allow dinghies to be launched on site? Is it appropriate that this commercial dinghy storage is set up in such a manner that the usage necessarily spills over to the neighbouring public beaches?

To put the matter simply, the public has every reason to suspect that any new built developments on the harbour front should be first class, rather than dysfunctional and unsightly.

Or perhaps the dinghy storage is just a fig leaf and the aim here is to build a platform to accommodate a restaurant?

### **Make good obligations should be imposed before new works are undertaken**

Significantly, there has not been any due diligence to assess the environmental contamination present on the site after 50 years of industrial use and the feasibility of remediation. This ought to be a precondition to any changes in use and the commencement of new works on the site.

And if there is any residual contamination from 50 years of paint residue and the like, it is only reasonable that the developer should remediate the site and remove any residual contamination on the foreshore which has been caused by prior use.

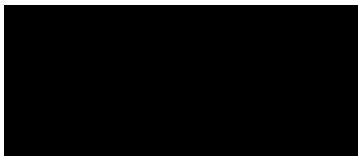
There are many unique privileges afforded to holders of these harbour front leases and such due diligence and make good is a very reasonable expectation of the “developer tenant” who is not focused on boating services and wishes to change use.

### **Summary**

The extensive submissions show there is every good reason to reject the proposal. The extensive submissions also demonstrate that the public is watching this matter closely and expects NBC to do its job by rejecting the proposal. Anything else will undermine significantly the confidence of the public in the planning system and in NBC.

I require that my name and address be withheld for privacy reasons.

Yours sincerely

A solid black rectangular box used to redact the signature of the sender.

19 March 2025