
Sent: 13/03/2025 9:08:57 PM
Subject: Updated Response to DA 2024/1216 - Attention: Mr Maxwell Duncan
Attachments: Response to DA 2024_1216 13_03_2025.pdf;

Attention: Mr Maxwell Duncan

Please find attached my submission regarding North Harbour Marina's Development Application DA 2024/1216.

Graeme Gaggin

Graeme Gaggin
1/68 Seaview Street
BALGOWLAH NSW 2093

Attention: Mr Maxwell Duncan
Northern Beaches Council

RE: DA 2024/1216 – North Harbour Marina

Dear Mr Maxwell,

Please find herewith my objections to the proposed development – DA 2024/1216

Yours Faithfully

Graeme Gaggin

NORTH HARBOUR MARINA – DA CONCERNS

Development Application Number: DA2024/1216

- Assumptions provided:
- 2 x 15m vessels on Eastern Arm – T-Head

2 x 12m vessels on Western Arm – T-Head

9 x New berths in Marina layout

10 x NHM Moorings require relinquishing

4 x Private Moorings require moving

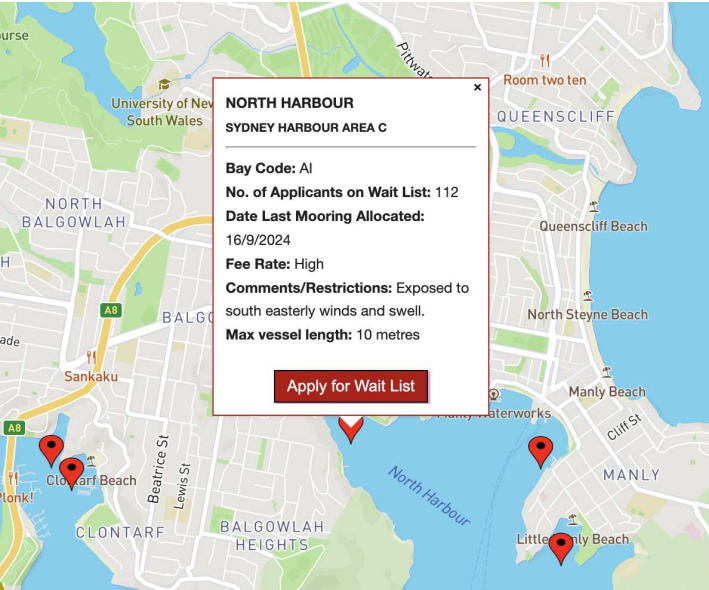
Kiosk operating 7am-4pm

Removal of Slipway

Concerns with Proposal:

1. North Harbour Moorings

North Harbour moorings are highly sought after. There is an extensive waiting list for North Harbour moorings. There are both commercial moorings offered by North Harbour Marina (NHM) and Manly Boat Shed and private mooring offered by Transport for NSW. There is an extensive waitlist for private moorings. See image below.



(<https://maps.transport.nsw.gov.au/maritime/moorings/private-moorings/map/index.html#/cartomap>)

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Prior to North Harbour Marina taking over the marina, Davis Marina had a significant waiting list for moorings. Any reduction in demand for commercial North Harbour Marina moorings is likely due to the recent significant price increases imposed by North Harbour Marina.

Drawing Number 6318-02/L shows both the proposed removal North Harbour Marina moorings and the relocation of four private moorings. This drawing shows the moorings as point locations and does not appear to take into account of the swing of the remaining moorings.

It is unlikely that remaining vessels will stay clear of the proposed channel in all wind conditions. Does this mean that North Harbour Marina will make further applications to remove additional moorings in the future?

As a boat owner using the North Harbour area for more than a decade, I believe a channel is NOT required. There is ample room between the existing moorings to safely navigate a vessel of up to 15m.

2. Relocation of Private Moorings

Drawing number 6318-02/L of the Proposal shows that four private moorings are to be relocated:

- AI044
- AI027
- AI050
- AI019

1.

Only AI044 is shown as being relocated to an available location.

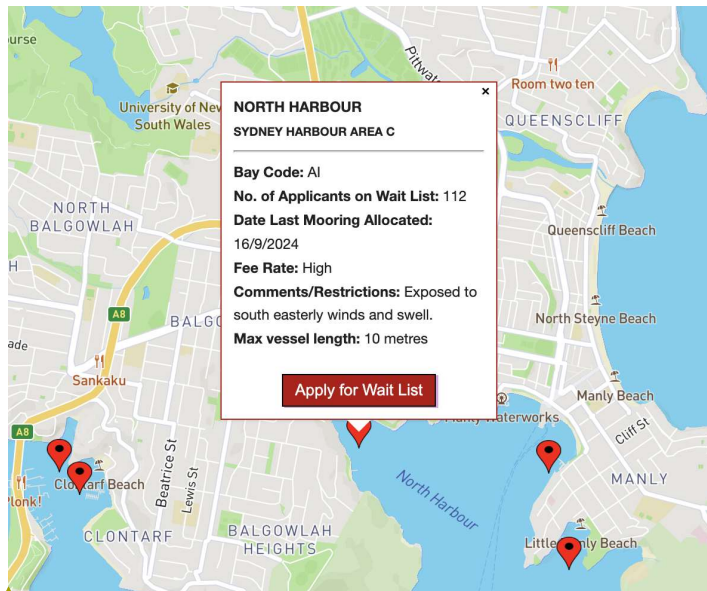
There has been no information let alone consultation regarding this proposal.

Where are the remaining three private moorings to be relocated? North Harbour has no additional space and a large waiting list as mentioned above.

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(<https://maps.transport.nsw.gov.au/maritime/moorings/private-moorings/map/index.html#/cartomap>)

The three remaining private mooring holders must be offered locations that are acceptable to the mooring licencees. North Harbour Marina needs to outline to the licencees, Transport for NSW and the community a strategy to retain these moorings within the protected bay.

2.3. Effects on North Harbour Users

North Harbour has been used for swimming, sailing, kayaking, digbydinghy access to yachts and SUP.

The North Harbour boating community has also enjoyed many decades of access to the water via the Marina pontoons through the previous Marina operators, Davis Marina. Since taking control North Harbour Marina, marina management has gone out of its way to restrict public access to the water via the marina and discontinued services previously offered by the Davis Marina, often to the detriment of its own clients. North Harbour Marina has demonstrated a complete lack of interest in supporting the the North Harbour public and the North Harbour boating community even though they are occupying public land.

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3.4. **Dingy and Kayak Storage**

Drawing number 6318-01/L of the Proposal shows (in blue) dinghy/kayak storage that North Harbour Marina propose to offer for a fee. The plan does not show any provision for launching and retrieving the dinghies and kayaks.

There is no provision for dinghy users, once they have used their dinghys to get to their yachts, to pick up crew members as North Harbour Marina do not allow pick up and drop off by non-client boats to the marina arms without an advance appointment. As the Marina is not always staffed, often no pick-up or drop off is possible. that are not on NHM moorings.

If you can't launch and retrieve you kayaks and dinghies, and you can't pick up your crew, what is the point of providing storage?

There is no information as to the charges for the storage and whether those charges will be at a reasonable level. High charges could lead to little use and an excuse for North Harbour Marina to withdraw the service.

Having little use of this storage option will, in the future provide North Harbour Marina with an excuse to withdraw the facility and propose some other use.

4.5. **Land Owner Consent**

Drawing number 6318-01/L and the Plan of Subdivision (dated 08/12/2023) of the proposal show that the proposal seeks to increase lease the footprint of the marina on North Harbour. The Development Application form does not acknowledge Transport for New South Wales as the landowner of North Harbour, to which North Harbour Marina is leasing from and seeking to increase the lease footprint.

The 'Cover Letter' of the proposal notes a request for permission to lodge. Has Transport for New South Wales provided land owner consent or permission to lodge this application for the increase in area as outlined in Drawing number 6318-01/L and the Plan of Subdivision (dated 08/12/2023)?.

5.6. **Lack of Transparency**

Residents adjoining North Harbour and those that use North Harbour for recreation have not been informed of the proposed development.

Boat owners occupying private moorings in North Harbour have not been informed of the development and the impact of the development on them.

7. Car Parking

I refer to the Parking and Traffic Impact Review by Mt Hallam. Mr Hallam has carried out extensive research, however has missed key without actually including any information as to the actual impacts by the proposed developments.

Dinghy Usage and Parking

6. The Parking and Traffic Impact Review does not appropriately assess the impact of the 72 dinghy and kayak storage racks. The community may not be willing to relocate the existing dinghy to the proposed storage. The report should not dismiss the requirement to properly complete the assessment with the broad assumption that there would be no net increase due to existing informal arrangements. The proposed storage will attract additional demand to the area. A person intends to utilise the dinghy and kayak storage facility, would also likely drive to the marina, as they are required to carry additional equipment like lifejackets. No assessment was complete for the utilisation rates of the dinghy storage and the impact on parking.

Boat usage and parking:

There appears to have been a deliberate action by North Harbour Marina to reduce actual boat usage by owners on private moorings by withdrawing the tender service that was provided by Davis Marina. Access in North Harbour is difficult due to the foreshore terrain and North Harbour Marina's actions have made access to boats more difficult. Mr Hallam notes on page 5 *"As indicated, the Parking Rates used are based on Summer weekend surveys. By way of comment, on Wednesday 25th October 2023, a fine sunny day, at 11.00am the total parking demand in the two areas on Gourlay Avenue was 12, from a supply of about 27 spaces. This parking usage would have included members of the North Harbour Sailing Club"*

Mr Hallam fails to note that North Harbour also houses many yachts whose owners belong to Manly Yacht Club and keep their yachts on private swing moorings. The very people that have been deliberately denied use of NHM facilities and there have to use the jetty at Treharnes Manly Boatshed. Had Mr Hallam been able visit the Gourlay Avenue parking site on a summer Sunday he would have seen a carpark full to capacity with overflow into the surrounding streets. Thus, due to actions of North Harbour Marina to restrict public access,

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cars that would have been parked in GoulayGourlay Ave carpark must now compete with residents for parking in the severely congested Bolingbroke Pde area.

Mr Hallam whilst carrying out his research appears not to have bothered withconsidered what is happening in reality. Thus the Traffic and Parking Impact Review has not considered the full impact of this application and operation the marina.

8. Statement of Environmental Effects

The Statement of EnvironementalEnvironmental Effects (SEE) state that North Harbour Marina (Davis Marina) is mapped by the State Environmental Planning Policy (Biodiversity and Conservation) 2021 as Special Purposes (Marinas and Boat Building and Repair Facilities) Map. The SEE response to the Objective 6.38 fails to address that the proposed development is proposing to removed most if not all “*boat building and repair facilities*” from North Harbour Marina. Facilities which are very limited on the north side of Ssydney Hharbour. this will undoubtedly change the “*working harbour character and functions of certain existing marinas*”.

It is noted in the drawings 6318-SK1/I that existing slipway will be removed, the existing ‘workberth with mast crane’ will changed to a dedicated 12m berth.

7. The only “facility which will be retained is the “workshop” which without a slipway would not be able to provide genuine “*boat building and repair facilities*”.

It is acknowledged that the plans show a workshop is provided. However what good is a workshop if there is no berth or slipway proposed where a boat may be worked on? It would appear again that what is proposed is likely to see little use so that an excuse will be provided to change the use in the future.

9. North Harbour Boating Community

Up until North Harbour Marina assumed control from Davis Marina, there was a vibrant boating community in North Harbour. Davis Marina was a meeting place for boat owners. North Harbour Marina, it appears, deliberately set out to make access difficult for all but their clients.

As a business that exists on public land and harbour, North HarbourMarina

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appears to have absolutely no interest in fostering a boating community within the North Harbour area.

Running a business on public land and water should, I believe, require a social conscience. Something I believe this application does not demonstrate.▲

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I therefore do not support this application and believe it should be denied.