
From: Paul Beckhaus
Sent: 18/03/2025 11:03:22 PM
To: Council Northernbeaches Mailbox
Subject: TRIMMED: Submission regarding DA
Attachments: NHM-PWB-submission-250318.docx;

Regards
Paul Beckhaus

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2/95 Lauderdale Avenue, Fairlight, NSW 2094.

18th March 2025

Attention Mr Maxwell Duncan

Northern Beaches Council

1 Belgrave Street,

Manly, NSW 2095

Subject: Objection to Development Application DA 2024/1216 - North Harbour Marina

Dear Mr Duncan,

I am writing to formally object to the proposed development application DA 2024/1216 as amended, for the North Harbour Marina. My objections are based on the following grounds:

1. The Proposed Development will not benefit the community.

There will be very few people who will benefit from this proposal, only the Marina owners and a few large yacht owners.

There is no benefit to the community in general and many will be disadvantaged by this proposed development.

2. The Proposed Development is not Consistent with the Current Amenity of the Area:

The area around the North Harbour is principally used by local people, visitors to the area, and by many tourists, as a recreational area. With the current pressure from Governments and Councils to increase the population density in the area, it is not acceptable to increase the industrialisation/commercialisation of this necessary Public Amenity Area.

3. Large Yachts in this Area Represent an Unacceptable Risk

The area is already congested and increasing the yacht traffic will increase the risk of accidents. This area is not suitable for any further yacht traffic because it will create an unacceptable risk for all the recreational users of this area.

4. The Toilet Facilities are completely Inadequate.

The current toilet facilities are not adequate for the current level of activity and represent a serious health risk and an environmental risk which should not be acceptable.

5. Adverse Environmental Impact:

The proposed development poses significant risks to the local marine ecosystem. The construction and increased boat traffic could lead to water pollution, habitat destruction, and adverse effects on marine life. These risks are detailed in the various Submissions already made to Council, all of which I support. In particular, the Submission by Holden 4/11/2024 highlights the risk to the environment of the area.

6. Adverse Traffic and Safety Impact :

The “Traffic” report submitted by the Applicant is based on invalid assumptions and is therefore not correct.

Page 2 of the “Traffic” report states

“The area is well served by public transport, with frequent bus services.”

The bus service in the area is not adequate. There are only 2 bus services for the area, the 171x and the 162. The bus stops for these buses are a substantial distance from the Marina.

Route 171X does not run at all on weekends or public holidays, and on weekdays has only 6 evening buses and 4 early morning buses. Route 162 has 1 bus per hour on weekends and public holidays between 6:40 and 23:50. That means most visitors to the area will need to use cars to access the facility. Therefore increased traffic.

The assumption that the area is well served by public bus services is therefore not correct. The Conclusions rely to some extent on that assumption being correct. The Conclusions are therefore not valid.

A much better indication of the likely traffic impact is to consider the Applicant’s own aims for the facility.

The DA applicants, Addenbrooke Pty Ltd, are clearly anticipating a significant increase in utilization of the facility. For example, the “Statement of Environmental Effects”, dated 5/9/2024 states :_

Pp 1 “The proposal seeks to provide, as the demand for the facility increases”

Pp 9 “The proposed alterations and additions are to facilitate the growing nature of the Marina and its patron base....”

Clearly the Applicant is planning for increased business activity which will lead to increased traffic and additional parking requirements.

Also, this Application has almost certainly been made with the intention of increasing the profit to the Marina. The increased profits will presumably be derived from the anticipated patronage increase. This will of course increase the traffic through the area and the demand for parking

Any increase in patronage will lead to increased traffic from the marina and will exacerbate congestion in the surrounding areas, particularly during peak times. This raises concerns about road safety and the potential for accidents.

In particular, the southern section of Gourlay Avenue is a very narrow road and frequently there are local and overflow visitor cars parked along the road leaving one narrow lane to service two-way traffic. This poses an unacceptable risk to all.

Also, the north-eastern section of Gourlay Avenue has no footpath. The many visitors and tourists are forced to walk along the roadway which creates a significant risk of accidents.

The situation is exacerbated on busy car parking days (usually the days when there is also large numbers of pedestrians) by cars being parked in unsafe ways because of the lack of parking spaces.

7. Increased Risk to Recreational Waterway Users

This area of the harbour is used by many Kayakers, canoeists, Paddle Board riders, Small boats etc and some swimmers. Many of the users are beginners using this part of the harbour because it is safer than other areas. The addition of larger vessels increases the risk of an accident to these people.

8. Increased Noise Pollution:

In the applicant's "Statement of Environmental Effects" the claim is made :-

Pp 19 "It should also be noted that the site is located at a distance from neighbouring residential dwellings and therefore is unlikely to pose any additional noise impacts to these residents."

This response clearly demonstrates that the applicant does not understand the geography of the area and has not done the necessary research (perhaps they have just "cut and pasted" from other applications).

The geography surrounding the North Harbour Reserve and Jilling Bay forms a natural amphitheatre which amplifies all sounds, particularly as the sound travels across the water. The public most effected by the added noise from the development are the ones that live on the north side of the harbour, but all residents will be effected.

The operation of the marina, including boat engines and associated activities, will result in increased noise levels, disrupting the peace and quiet of the residential neighbourhoods in all the nearby areas.

9. Increased Pollution:

I live on the north side of Jilling Bay. My property faces Dirty Haul Beach (perhaps the name is appropriate) and this area is already heavily polluted from rubbish which includes drink containers, plastic wrapping, boat parts, various tapes, ropes, general storage containers.

Of particular concern is the glass pollution. Every week there is a significant amount of glass much of it is broken bottles. While we clean it up very regularly, it builds back up very quickly. The broken glass is a major risk.

Any increase in the boating and Marina activity will only increase this problem.

10. Negative Impact of the “Kiosk”:

There are already three Cafes close to this area. They are the 40 Beans Café, CJ’S Café and Takeaway and Bali Boy Breakfast. For a relatively small area, three Cafes seems perfectly adequate

My understanding is that the “Kiosk” will need special approval because it does not meet the regulations. The applicant has provided no reasons supporting the need for an additional Kiosk in the area.

In conclusion, I believe that the proposed North Harbour Marina development will have detrimental effects on the environment, local traffic, noise levels, public amenity, and the local economy. I urge the Council to reject this application in the interest of preserving the character and wellbeing of our community.

Thank you for considering my submission.

Yours sincerely,

Paul Beckhaus