
From: DYPXCPWEB@northernbeaches.nsw.gov.au
Sent: 18/03/2025 10:35:14 PM
To: DA Submission Mailbox
Subject: Online Submission

18/03/2025

MR Peter Laybutt
87 Curban ST
Balgowlah Heights NSW 2093
[REDACTED]

RE: DA2024/1216 - Gourlay Avenue BALGOWLAH NSW 2093

Dear Sir / Madam,

Once again I object in the strongest possible terms to the highly inappropriate (modified) proposal outlined in DA 2024/1216, which will detrimentally affect the amenity, safety and ambiance of this magical, peaceful, and unique piece of the Sydney Harbour North Harbour Foreshore.

Notwithstanding the most recently proposed minor amendments, this proposal should be rejected outright on the following grounds:

1. It fails to adequately address the requirements of State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Clause 6.18 Marinas) - please see as reproduced below.

Specifically, the development will have a significant adverse impact on the foreshore and the bed of a natural waterbody. This includes the impact of increased motor vessel activity in close proximity to seagrass habitat that supports, among other species, local seahorse populations.

2. The proposal will detrimentally affect FOR ALL FUTURE TIME the vistas that are currently enjoyed from the Manly Scenic Walkway - which has become an internationally renowned tourist attraction BECAUSE of the unspoilt nature of the bushland and Sydney Harbour Foreshore that it traverses.

3. The proposal does not adequately consider the traffic hazard impacts that will result from the increased traffic flows in Gourlay Avenue - particularly for the increasing numbers of pedestrians who use this shared roadway - including a significant number of families with toddlers and small children.

4. The location is entirely inappropriate for the storage of large ocean-going vessels of up to 15 meters in length. Movement of such large vessels in this confined space will pose a significant health and safety risk to swimmers, SUPs, kayakers and the multiple other small watercraft that regularly utilise North Harbour.

5. There is no local demand or justification for increasing the number or size of boats that are proposed to be stored in this location. It would appear that a number of the recent

submissions to Council seeking to "support" the proposal appear to have come from outside the local area, and if so, these submissions should be considered of little relevance in Council's assessment of the application.

6. There is no need for demand for a third cafe on this section of North Harbour, with two existing cafes already located within 300 metres. No further "privatisation" of the Sydney Harbour foreshore, or the North Harbour Waterway itself, should be permitted at this location.

7. Notwithstanding the brief, cursory comments in the SEE, most demonstrably, THE PROPOSAL IS NOT IN THE PUBLIC INTEREST .

Thank you again for the opportunity to comment on this proposal.

Kind Regards,

Peter Laybutt

State Environmental Planning Policy (Biodiversity and Conservation) 2021

6.18 Marinas

In deciding whether to grant development consent to development for the purposes of marinas on land in a regulated catchment, the consent authority must consider the following-

- (a) whether the development includes adequate measures in relation to the collection, storage, treatment and disposal of sewage and other waste,
- (b) whether the development complies with the document entitled Environmental Guidelines: Best Management Practice for Marinas and Slipways, published in 1998 by the Environment Protection Authority,
- (c) whether adequate depth of water exists for the development and related foreshore facilities,
- (d) whether the development is likely to affect the stability of land adjoining a natural waterbody,
- (e) whether the development will have an adverse impact on the foreshore or the bed of a natural waterbody.