
From: Roy Blow
Sent: 17/03/2025 10:58:12 AM
To: Council Northernbeaches Mailbox
Cc: Maxwell Duncan
Subject: TRIMMED: Fwd: Objection to Development Application Number DA2024/1216, North Harbour Marina. DA Concerns, Re - Notification

Mr Maxwell Duncan
Development Assessment Team
Northern Beaches Council

Notice of Proposed Development - Re - Notification

Dear Mr Duncan,

I continue to oppose this Development Application for North Harbour Marina for all the original points I made on the 15th of November 2024 which are repeated below.

I support completely the arguments from Bruce Davis and Pam Davis (who do know how to run a successful marina) and others that the new changes proposed to the DA are the thin edge of the wedge to allow further changes to the existing use of the marina if the DA is approved.

1 Proposed Channel

North Harbour Marina does not need a channel carved out from the forced surrender of moorings by a company without authority to do this and has not consulted with the mooring holders.

These Maritime moorings are highly sought after, it is truly disgusting that the marina should presume that they can make representations to Council or any other authority that these moorings be removed for what appears to be their own gain.

As others point out there has never been a channel at North Harbour the proposed channel would not stay defined in most wind and weather conditions and with time it would allow larger vessels to be moored on North Harbour Marina moorings with an increased revenue to them at the expense of the previous mooring holders.

2 Dinghy Storage

The proposed public dinghy storage will be effectively unusable with its impracticable access to the beach and extraordinary cost once the true development costs are factored in, as the Davis's point out it will be set up to fail presumably for the real unidentified purpose to be implemented.

3 Cafe/Restaurant

The current parking in Gourlay Avenue does not adequately support the public especially at the weekend, with the addition of a Cafe/Restaurant this will get even worse. Anybody with any restaurant management experience will understand that the stated 20 person seating would be unprofitable and would need to be closer to 100 to make it worthwhile a fact that has not been identified by the Marina for obvious reasons.

Kind Regards
Roy Blow

Begin forwarded message:

From: Roy Blow

Subject: Objection to Development Application Number DA2024/1216, North Harbour Marina. DA Concerns

Date: 15 November 2024 at 11:36:32 am AEDT

To: Council Mailbox

Cc: maxwell.duncan@northernbeaches.nsw.gov.au

Mr Maxwell Duncan

Development Assessment Team

Northern Beaches Council

Dear Mr Duncan,

I would like to list my objections to the DA2024/1216 (with special regard to point 7) submitted by North Harbour Marina which will directly impact my yacht mooring and the ability to access my yacht regularly and safely.

1. The application allows for a kiosk to be built and includes a liquor licence, meaning that the kiosk will in effect have the proportions and trading times of a full time restaurant drawing most of its traffic via vehicle. Currently access is via a one lane road used constantly by pedestrians, bushwalkers and mooring holders etc, at the moment there is not enough parking in the parking lot provided by the council to allow for any significant increase especially at weekends.
2. North Harbour Sailing Club, this community based club is the only facility where mooring holders can securely have their mooring access dinghy's stored and launched from the small beach alongside the club. The expansion development will impact their ability to offer community support. The only other dingy rack provided is by the NBCouncil, applications are closed with the last dingy licence being issued about 8 years ago.
3. Careful reading of the DA proposal intent identifies that approval of the DA will allow super yachts / motor boats from 25 meters to 32 meters to regularly use the bay with the addition of 9 new marina berths for vessels up to 15 meters. This large boat traffic 15 meters and upwards would make using a kayak, paddle board, small dinghy, or just swimming in the bay including from mooring holders boats an extremely dangerous activity given the slow speed limit and therefor un-manoverability of such large vessels accessing the bay. The NSW Maritime regulation speed in the bay is 4 knots. With a cross breeze from any direction this will magnify the risk to the public and mooring holders of collision.
4. The introduction, berthing and maneuvering of these vessels with their high propeller thrust including the use of bow thrusters combined with the shallow water will scour the very healthy sea grass population (a fish breeding area) and endanger the general wildlife in the bay something that the current resident boat owner population have encouraged, this includes Fairy Penguins, Dolphins and

Seals, all protected under the Environmental Protection Act, Zone W2 for Manly Cove, North Harbour and Middle Harbour.

5. From the limited and inaccurate mooring rearrangement diagram of the new proposed channel there is no allowance for the swinging room of the existing mooring holders in all weather conditions not only in adverse weather but when there is no wind, vessels depending on their design and keel configuration will not be swinging in a predictable or uniform way. A super yacht even with a professional captain and crew would have great difficulty navigating safely taking due care of other moored vessels and boating activity to avoid a collision.

6. The mooring rearrangement diagram put forward by North Harbour Marina and International Marina Consultants is inaccurate as it specifically excludes any information from Manly Boat Shed which is not even identified on the map and the moorings situated on the north side of the harbour including private moorings. It excludes any information detailing the impact that the required turning circles of the super yachts of up to 32 meters (105 feet) will have on them. Allowing for wind and any adverse weather the turning circle could be double the length of the vessel.

7. I strongly suspect that my yacht mooring even though on the plan the individual moorings numbers are deliberately not identified will be impacted by the proposed channel and super yacht vessel movements, **I strongly object to this**. There is no information from North Harbour Marina as to what will happen to those moorings that need to be moved or extinguished to provide for their channel. To my knowledge there has been no consultation with the private moorings holders impacted. I have had my mooring for 20 years, I was on the wait list with Maritime for 10 years and for the last 15 years the list has been closed to any applications for new moorings.

To sum up.

This DA application does not recognise that **The Bay is Too Small and Shallow** to allow this Extraordinary Development. We do not need another marina expanding their business, visually polluting the bay and greatly impacting the local mooring holders for their own profit.

Kind Regards
Roy Blow