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03/11/2024

DR Marilina Masciantonio
RD
NSW
[REDACTED]

RE: DA2024/1216 - Gourlay Avenue BALGOWLAH NSW 2093

Dear Assessing Officer,

I oppose the North Harbour Marina (NHM) application due to the following issues:

NOISE POLLUTION - Wellings Reserve, North Harbour and the surrounding neighbourhoods are quiet for both residents and wildlife. Noise volume increases significantly over water. Given the shape of the bay, noise from power boats, particularly large ones being proposed to be berthed under this NHM proposal, will cause increased noise pollution. Wildlife (both marine and land-based) and local residents will be directly affected all around north harbour. In addition, the proposed café may attract more people, causing more noise, especially if they are intoxicated. The DA makes reference to a liquor licence. To accept this DA will render the area no longer tranquil and endanger wildlife in the Sydney Harbour National Park within walking distance of NHM. Patrons at Manly Boatshed opposite NHM will also be affected by fumes and noise.

PEDESTRIAN SAFETY COMPROMISED - The area is a popular for walkers, particularly those doing the Spit Bridge to Manly Walk. In addition, many families with young children walk to Forty baskets beach. Pedestrian thoroughfare is constant with people constantly walking through the car park area. This is currently a manageable situation because cars drive slowly and there are no trucks present.

BOAT SAFETY - The plans provided do not mention the issues of safety associated with the narrowing of the area between the current pontoons by adding berths perpendicular to the southern pontoon. By narrowing the area between the pontoons causes problems for boats when trying to access the pontoons, particularly in bad weather or strong winds. By narrowing this area, NHM clearly intend to increase the number of power boats compared to yachts that require more turning space to berth safely. (Please refer to other points regarding problems with an increased number of power boats).

REDUCED ACCESSIBILITY FOR BOATS ON SWING MOORINGS - due to changes in environmental laws in Sydney Harbour, the number of swing moorings has greatly reduced (e.g. for protection of sea grasses and associated endangered species such as the Sydney seahorse). Although NHM states that they would only be removing 10 swing moorings, they have not provided alternate swing moorings in north harbour, nor can they, due to the environmental restrictions now in place. Owners of current swing moorings will be unable to find new affordable places for their boats that is convenient or suitable. They should not be

evicted from their moorings.

UNPRECEDENTED BOAT ISSUES for North Harbour - by increasing the size of the T-head at the end of the pontoons, NHM will be able to berth power boats of 30 metres in length (100 metres!!!). Currently, NHM berths boats at the ends of both T-heads. Instead of leaving the T-heads free for any boat on a NHM swing mooring to moor temporarily to load/unload goods or passengers, they constantly have boats moored there. Increasing the size of the T-head just allows for bigger boats. Increasing the size of the channel is quite frankly unnecessary unless NHM plans on having larger boats use the marina.

PROBLEMS ASSOCIATED WITH SERVICE OF ALCOHOL - this area should remain a 'dry' zone in terms of no alcohol being served. Child safety here is a priority as many children use the forty baskets beach as well as the shoreline along Wellings Reserve. I would not feel comfortable knowing that alcohol was being served in an area where young families frequent. I don't mind people consuming alcohol if they bring it, because the amount would be limited by the fact that they have to transport it themselves. Anyone skippering a boat is also NOT PERMITTED to be intoxicated, just like a driver in a car. So, to have alcohol served at a marina under a commercial licence at a 'café' is irresponsible.

ENVIRONMENTAL DESTRUCTION - Large power boats as proposed to be berthed under this extension plan of NHM, cause significant wakes (swells) on water, even at low speeds, due to their depth and width. With such wakes, people can be overturned in their kayaks, tipped over on their SUPs, endangered in dinghies, etc. The wash from such wakes can also lead to erosion of sand from foreshores, particularly in the instance here where they are so close to the land and the waterway is so narrow. This will affect the rockpool ecosystems all the way along the shoreline including Dobroyd Headland. In addition, power boats, particularly those longer than 15 metres, require copious volumes of fuel (usually petrol), which also cause fumes to be released and increases the possibility of contamination/leakage into the water. Yachts of the equivalent size have motors that are significantly smaller, and due to the nature of sailing, do not require anywhere near as much fuel (usually diesel).

INCREASED TRAFFIC & PARKING REQUIREMENTS to Gourlay Ave - To say that parking requirements will not increase is a plain lie. There will be an increased requirement due to café attendees if the café is permitted and not restricted to boat owners of the NHM. The number of parking spots not changing is only based on the number of yachts and power boats moored. It doesn't include the additional parking required by council to provide if a café is built OR loading zones required for deliveries, which currently do not exist. E.G. A boat of less than 20m will have multiple crew - actually up to 12, thus requiring at least 6 parking spaces assuming people travel in pairs. To say that 'CM accepts the rate of 0.166 cars/boat for boats less than 20m' is unrealistic. To say that vegetation around the carpark will be unaffected by the construction, associated pollution and ongoing traffic is also an unrealistic expectation.

CONSUMER DEMANDS FOR FUEL - How are power boats going to get their fuel? Power boats consume significant amounts of fuel per trip. Under this NHM proposal, there will be more power boats than yachts able to moor in the marina due to the size restrictions put in place by adding extra berths perpendicular to the southern pontoon. If boats need fuel, how will NHM provide it? A fuel tanker is not going to be able to access via Gourlay Avenue! In addition, it presents a significant fire risk to the whole area.

BOAT ACCESS ISSUES & DINGHIES- Although NHM propose to expand a deck for dinghy racks (72 spots over existing slipway), this is nonsense. Why would NHM need dinghy racks?

Are they going to charge users rates more than local councils? NHM, as all other private marinas, are required to provide a tender service as part of the fee paid by those boats that moor at their marina. NHM are also planning to remove swing moorings, so have less requirement by those that use the facility for dinghies. So why do they need dinghies more than the few they already provide to their customers? Are they expanding their business without disclosing their full intentions? Transferring responsibility of dinghies to NHM, which is a profitable private enterprise, rather than have it under local council jurisdiction is unacceptable and is fraught with problems.

Thank you for reading this submission to oppose North Harbour Marina's development application.