
From: Philip Dawson
Sent: 11/11/2024 2:37:55 PM
To: Council Northernbeaches Mailbox
Subject: TRIMMED: Development Application DA2024/1216
Attachments: Objection to DA2024 1216 by NHM.docx;

Attention : Maxwell Duncan – Northern Beaches Council

Please find attached my objection submission. My submission includes my full contact information.

Regards,

Phil

Philip Dawson

M [REDACTED]
[REDACTED]

NORTH HARBOUR MARINA – DA CONCERNS
Development Application Number: DA2024/1216

Attention : Maxwell Duncan – Northern Beaches Council
council@northernbeaches.nsw.gov.au

I submit this letter to voice my concerns and objections to DA2024/1216.

I am a member of North Harbour Sailing Club (**NHSC**) and Manly Yacht Club. I have been a member of NHSC for approximately 50 years. Prior to joining NHSC, I was a Sea Scout in 1st Manly Sea Scouts, meeting in the old scout shed adjacent to NHSC. I own a yacht moored on a private mooring AI051 in North Harbour. Thus, I have been involved in boating in and from North Harbour for more than 50 years.

I am concerned that the development application DA2024/1216 by North Harbour Marina (**NHM**), if approved will be detrimental to the enjoyment and environment of North Harbour. I set out my principal points of objection below:

1. The DA envisages the provision for berthing two super yachts or large vessels – a 25m vessel and a 32m vessel. The application does not provide a realistic visual illustration or portrayal of how large such vessels are likely to be, including height and extent of visual impact. Residents living on or around Lauderdale Avenue would likely be shocked to see such vessels mooring permanently, in their views. The application should be rejected for failing to adequately describe the application. Notwithstanding that preliminary objection, my concern is that such sized vessels will be simply too large for North Harbour and would change the character and appeal of North harbour permanently. Vessels of that size will be visually imposing and will introduce environmental impacts which have not previously been experienced in North Harbour, such as additional noise, additional wash, incidental engine and other discharge, as well as navigational challenges. Applicants for private moorings in North Harbour have for years been informed by Maritime NSW of a maximum vessel length restriction for new moorings and the application proposes facility for much, much larger vessels. I object to what is proposed. I am aware that the applicant has submitted a supplementary application suggesting it would agree to a condition imposing a limit for 4 x 15m vessels. A new 25m marina tee head cannot accommodate 2 x 15m vessels. Council should restrict use to a single 15m vessel. The introduction of further vessels of that size (15m.) is also inconsistent with the character of North Harbour which has traditionally only been used by smaller craft, predominantly no greater than 12m in length.
2. The sewage pump out facility at the existing marina has not worked or been available for public use for years. The applicant would need to ensure satisfactory pump out facilities to support the impact of all its proposed improvements.
3. The DA does not describe the traffic impact from such larger vessels, in terms of additional parking. The Gourlay Avenue parking situation is fully exhausted on any sunny weekend or public holiday. The parking is shared with beachgoers to Forty Baskets and people doing the Manly to Spit walk.
4. The additional mooring berth to the east of the marina will be close to the beach adjacent to NHSC. I query the depth available for such a berth and envisage that the marina will need to dredge to make such berth feasible.

5. The owners of NHM have already restricted public drop offs and pick ups from their marina tee heads, reversing the position allowed for decades by former owners Davis Marina. The owners of NHM have also done away with the commercial tender service Run Around Club which supported private vessel access in North Harbour, formerly run by Davis Marina. Although these actions might be private commercial decisions, they display a lack of concern for the local boating community within North Harbour. The increase in dinghies stored along the waterline is a simple consequence of the cessation of the tender service. DA 2024/1216 is just another potential step by NHM aimed to facilitate unwanted change to North Harbour, introducing provisions to cater for further larger vessels is inconsistent with the traditional character of this special waterway. The larger vessels will introduce navigation safety issues and will no doubt have an environmental impact.

Yours faithfully,

Philip Mark Dawson

P: [REDACTED]

E: [REDACTED]

Postal Address: PO Box 153

Milsons Point, NSW, 1565

Residential Address: Unit 1, 165 Ocean Street

Narrabeen, NSW, 2101