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30/10/2024

MR James Nixon
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RE: DA2024/1216 - Gourlay Avenue BALGOWLAH NSW 2093

Submission re: DA2024/1216 for North Harbour Marina

I oppose the development for the following reasons:

Notification.

It was reasonable to expand the number of residents who overlooked the bay and thus needed to be notified regarding the DA for changes at North Harbour Marina (NHM). However, it appears that there has not been any notification of all the boat owners in the bay on the TfNSW private moorings regarding the changes. Boat owners in the bay should be considered as residents affected by these changes.

A quote from marina management. "We are always happy to work with the local community to refine any proposal and deliver the best outcomes".

This is from a business owner who on taking over the marina almost immediately terminated a commercial service that the TfNSW private mooring boat owners used for access to their boats. No consultation, just total removal of service and alienation of them as existing marina clients, who were in fact a significant percentage of boat owners in the bay. Therefore, what should they understand to be NHM comments about commitments to "best outcomes" and community benefit.

To ignore this previous disruption to the boating community in the bay and then allow changes at NHM based on any future "benefits" for the boating community is disingenuous.

The channel and commercial mooring numbers.

Let there be no misunderstanding; to increase the number of vessels on the floating marina, North Harbour Marina must relinquish a similar number of swing moorings because they have a limit on the number of commercial "spaces". So, the discussion about the need for, and the benefits of, a channel is a way of glossing over the real benefit, which is that the marina can charge more than twice as much for the vessel numbers being relocated to the floating marina.

The channel has been claimed to be 50m wide, but this is generous because the distance between moorings under the new layout is less than 50m and with many wind directions the lay of the boats would reduce this to less than two thirds of the distance.

This so-called channel could be considered detrimental to boat owners in the bay because of the loss of more reasonably priced moorings, the removal of, or relocation of existing TfNSW private moorings and a reduction in boat size for owners in the bay on TfNSW private moorings. Those currently on marina moorings who can't or don't want to afford the extra costs on the marina, or whose boat length won't fit in the new marina pens will likely be forced out of the bay.

Also, the channel was initially touted as necessary for the larger super yachts. Without the larger vessels entering the bay a channel has not proved necessary and any of the swing moorings relinquished by the marina could be allocated to TfNSW private moorings, which would truly be a benefit to boat owners, for those currently waiting for relocation or for new moorings - a bay with apparently the longest waiting time for moorings in NSW.

The business should fit in the bay, the rest of the boat owners in the bay should not have to submit to the desire of the business to enhance their returns.

Floor Plan - Dinghy / Kayak Area.

Based on an understanding of cost of removal of the existing slipways and the construction of a 19m x 18m platform, and to then designate it for the storage of dinghies and kayaks appears to lack financial efficacy. It needs to be assumed that in due course a change of usage will be applied for to make this investment in the platform viable. To highlight this, the figure of some \$250k given for the cost of construction in the DA seems totally unrealistic. In fact, the figure defies reality.

The platform shows storage for some 72 dinghies and kayaks and portrays it as beneficial to the community. What appears to be lacking is reasonable access to the water with no indication of an area for launching said dinghies. They would have to be moved across the wharf and onto the public beach. Any proclaimed benefit to the community would disappear with an anticipated application to modify the usage of this platform.

Australian Standards. Marina.

It is one thing to assert that the new marina layout meets Australian Standards, but it is necessary for TfNSW to carefully re-assess this layout as presented for accuracy and then take into consideration that, at times, weather conditions within this bay could reasonably require more room within the marina for boats to manoeuvre effectively than is allowed for as the minimum under the Australian Standard. Designing to the minimum does not make it workable or safe. The preferred width under the Standard should be the starting point.