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To: DA Submission Mailbox
Subject: Online Submission

21/11/2024

MS Lisa callaghan
1206 / 38 York ST
Sydney NSW 2000

RE: DA2024/1216 - Gourlay Avenue BALGOWLAH NSW 2093

I am writing to express my strong opposition to Development Application DA2024/1216 submitted by North Harbour Marina (NHM). As a long-time boater and community member with over 15 years of involvement in North Harbour, I am deeply concerned about the detrimental impact this proposal will have on our harbour's enjoyment, environment, and character.

I currently own a yacht which was moored on North Harbour Marina and have been an active member of Manly Yacht Club (MYC). I am committed to preserving its accessibility and integrity for recreational and sporting purposes.

In 2018, as a yacht owner and MYC member, I applied for a public mooring in North Harbour. Six years later, I remain far from the top 20 on the waiting list. For those of us who have waited patiently for years to secure a mooring, any proposal to reduce public moorings is an insult to our dedication and an affront to the community interest. North Harbour must continue to prioritise equitable and fair access for all boaters.

For many years, I have moored my yacht at the facility previously known as Davis Marina. However, since its transition to North Harbour Marina, management's deliberate actions-such as the removal of the work berth and restricting access to the T-arm-have significantly hindered my ability to properly maintain my vessel and safely embark and disembark crew during yacht racing events. These measures reflect a clear shift in priorities, placing revenue generation and profit maximisation above the essential needs and safety of the marina's longstanding customers.

Furthermore, I question the sincerity of the proposed dinghy platform. Management could have simply chosen to maintain the Run-Around Club, a service that previously supported private mooring users, effectively negating the need for additional dinghy storage. This oversight further underscores a lack of genuine commitment to addressing the needs of the local boating community.

Principal Points of Objection

Superyachts and Large Vessels

The DA allows for berthing a 25m vessel and a 32m vessel, which are completely inappropriate for North Harbour. These vessels would permanently alter the visual and environmental character of the area. The application fails to provide realistic visual depictions of their impact on views from surrounding areas like Lauderdale Avenue. The proposed size

of these vessels exceeds the traditional maximum vessel length limits enforced by Maritime NSW and contradicts the historical usage of the harbour, which predominantly accommodates smaller vessels under 12m.

Even with a supplementary proposal to limit berths to 4 x 15m vessels, a 25m marina tee head cannot accommodate such vessels without overcrowding. The introduction of these larger vessels would bring additional wash, noise, engine discharge, and navigation risks. A single 15m vessel per berth should be the absolute maximum allowed to align with the harbour's traditional character.

Sewage Pump-Out Facility

The marina's sewage pump-out facility has been non-functional for years, causing pollution risks. Any further expansion of marina facilities must include a commitment to fully operational public pump-out facilities to mitigate environmental harm.

Traffic and Parking Impact

The DA does not adequately address the traffic and parking issues posed by larger vessels. Parking on Gourlay Avenue is already at capacity during weekends and public holidays, shared between marina users, beachgoers at Forty Baskets, and visitors walking the Manly to Spit track. This proposal will exacerbate an already strained situation.

Dredging Concerns

The additional mooring berth east of the marina appears too close to the beach adjacent to NHSC. The depth may be insufficient, likely requiring dredging, which could further disturb the harbour's fragile ecosystem.

Lack of Community Consideration

The current owners of NHM have already displayed a disregard for the local boating community by:

- Restricting public drop-offs and pick-ups at their tee heads, a service previously available under Davis Marina.

- Ending the Run Around Club tender service, leading to increased dinghy storage along the shoreline and reduced accessibility for private boaters.

These actions highlight NHM's lack of concern for the broader boating community and suggest this DA is another step towards unwelcome changes in North Harbour.

Conclusion

North Harbour is a cherished community resource with a long history of recreational and small-vessel use. The changes proposed in DA2024/1216 threaten to undermine its accessibility, safety, and environmental integrity. Any reduction in public moorings, introduction of larger vessels, or further environmental disruption is not in the best interests of the community.

I urge Council to reject this application in its current form and preserve the traditional character of North Harbour for future generations.

Sincerely,
Lisa Callaghan

