
Sent: 13/03/2025 10:24:00 AM
Subject: Comments for DA 2024/1216
Attachments: DA Comments 13032025 (2).pdf;

Dear Mr Maxwell

Please find my comments for the amended DA 2024/1216.

Regards

Bruce Davis

Dear Mr Maxwell

I was the owner of Davis Marina until September 2023, know the site well, own a boat on a private mooring and live in the local government area. Like many residents I am not opposed to sensible redevelopment, but clearly this proposal lacks local support and should be considered with great caution. Many recent submissions posted on your document page are from persons who reside well outside the local area. Many are boating industry people, have no connection at all with the area and I hope Council takes this into account when considering the proposal.

Channel

I was the manager of Davis Marina and its mooring field from 1982 to 2023 and can confirm categorically that during that time we did NOT have a dedicated channel. The placement of moorings was my responsibility and if there were a channel it would have been of my making. Before that time and going back into the 1960s I was always interested in the family business and don't recall any channel. For many years Manly Boatshed had an 18 metre lighter moored on their wharf and it was actively used. They kept a little more space between their moorings so it could come and go. If this is the channel people remember, then it led to Manly Boatshed and not to the former Davis Marina. As the lighter was used less and less, they closed the "channel."

On the old, fixed marina, we had boats to 18 metres and with the newer floating marina we had boats of 14 metres, and I have never received any serious complaints about access through the mooring field. We occasionally slipped boats to almost 20 metres and on these rare occasions I would use our work boat to push moored boats out of the way and make a temporary channel. We also did this during the redevelopment when we had large construction barges coming and going. Basically, we found boats to 18 metres didn't need assistance to negotiate the mooring field and as this proposal limits boats to 15 metres I don't anticipate any need for a channel.

Also, if skippers can't negotiate the existing mooring field, then they probably won't have the skills to berth or pick up a mooring as these manoeuvres require a much higher degree of precision.

I wonder if North Harbour Marina (NHM) thinks it must give up moorings to get its additional berths? Perhaps over time there will be a tendency for the remaining moorings to increase their swing sizes at the expense of the channel. This tendency would be a good thing for NHM because moorings with bigger swing room attract a higher rental fee.

Alternatively, as there is no need for a channel, these moorings could be reallocated to other local organisations. For example, Manly Yacht Club has had its name on the

commercial mooring waiting list for decades and would probably like to have moorings in Jilling Cove North Harbour to rent out to its members and for regattas.

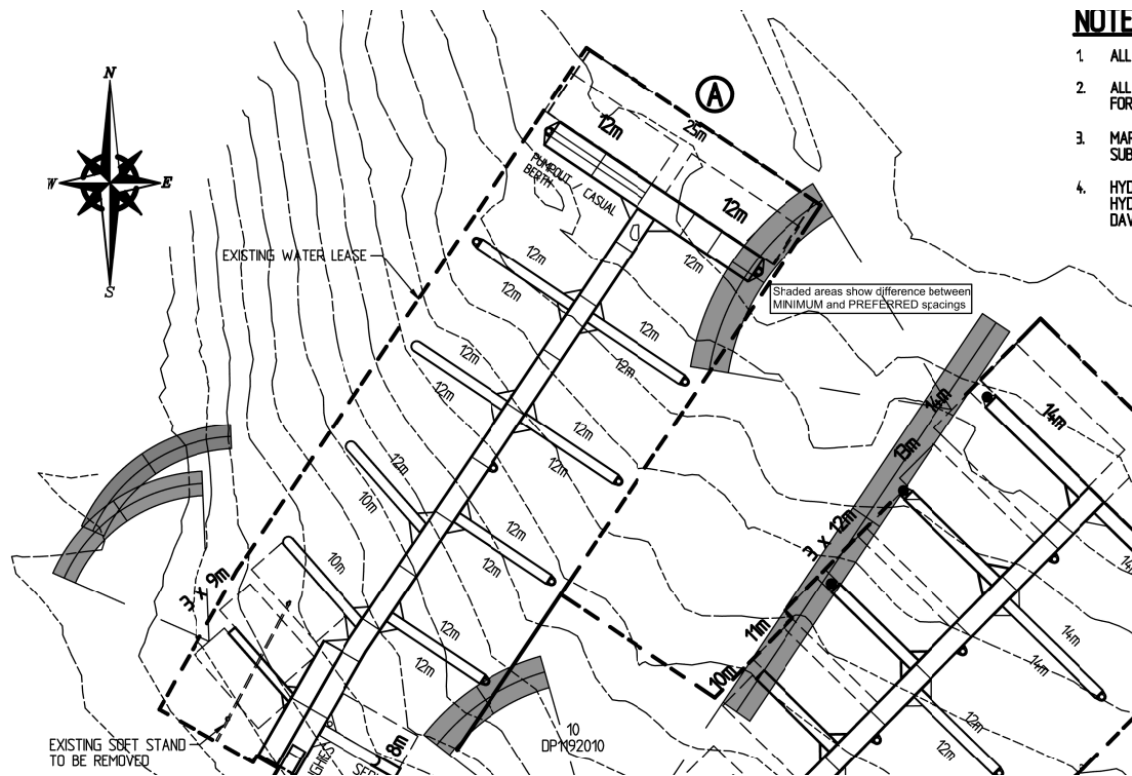
Finally on this topic it worthwhile doing a quick cost benefit analysis of this swap. The cost is the loss of the 10 moorings or 10 families who could enter pleasure boating at a modest cost. The benefit is that we have a whopping big channel we don't really need because the redevelopment no longer includes super yachts. This channel may in time be absorbed by the NHM mooring field any way.

Sea grass

I had several discussions with officers from the Department of Primary Industries regarding the layout of the marina for the redevelopment and some other minor alterations. They pushed our redevelopment plans out from the shoreline to protect the seagrass and the Department of Planning was trying to push us back towards the shoreline and into our old envelop. A compromise was reached whereby Primary Industries minimised their required clearance to the seagrass and the planning people extended their envelop. It seems that the DPI doesn't hold the same concerns now about protecting seagrass as it did 15years ago. Berths are now being proposed in areas that were "no go" for our redevelopment.

Compliance with marina standards

Our measurements demonstrate that the new berths on the west side of the east marina are non-compliant with the marina standard by a few hundred millimetres. This is compounded by the tendency of all marina operators to round down the size of boats by up to a metre. For example, if a client had a 12.4 metre boat, we would deem it as being 12 metres for the purposes of allocating berths. In our situation it was not critical because we had the preferred clearance or even a little more. At present some boats opposite these new berths exceed 12 metres and extend well beyond the dotted line on plan. The arcs in this drawing show the minimum and preferred clearances with the new berths in place. The new berths should be reduced in length by 1 metre.



Plan of management

The Plan of Management (PoM) submitted with the DA is the PoM I wrote for the marina we demolished in 2011. All the staff it refers to have left and one has died. This plan wasn't written for the existing marina, or this proposed redevelopment and doesn't have my permission to be published. The plan includes my company, logo and my name and I ask the NBC to remove it from the proposal. This of course will leave the DA without PoM but there is no point in giving approval if the documents are totally incorrect.

Cost

I am involved with an approved Development Application nearby that involves the rebuilding a section of decking on the waterfront. The best price we have received is \$6,229.16 per square metre. Admittedly the piles will be longer than those proposed by NHM, and materials used will be a little more expensive than their all-timber structure. I am told that getting a timber deck built for less than \$4,000 per square metre is very hard these days.

It seems the proposed dinghy storage deck's area if you scale from the known building size is going to be about 15 x 20 metres or 300 square metres. Even if NHM manages to obtain a ridiculously low rate, say \$3,000 per square metre, then the total construction cost for just the deck would be \$900,000. They still need to fund the berth works and the mooring

relocation work. I can't reconcile their costings because they have only allocated about \$260,000 for the retire job.

Dinghy Storage Deck Business Case and Launching Arrangements

We know the dinghy deck is going to cost a considerable amount to construct and its going house 72 dinghies. It's difficult to imagine NHM servicing the debt without charging users far more than the council dinghy storage racks. There will also be additional costs such as lease fees to TfNSW, Lands and Council, insurance, increased council rates, ongoing administration and maintenance.

For example, I don't think charging a \$1000 per year will service the debt and meet running costs and this will be 2 to 3 times more than the council fees. Council charges for October to September 2024 to 2025 per year are \$365.00

From the consumers perspective, they may not see any additional benefits given the extra cost. There isn't a launching pontoon, nor are there any pathways to the beach. Do you carry your tender to the beach, or do you wheel it? If you wheel where are dollies going to be kept? At present there are steps leading to the eastern beach and I presume users are expected to wheel boats down these steps?

In summer, users will kick off their sandals and push their tenders into the water but in winter they will need to remove their shoes and socks, then roll their long pants up and over their knees before entering the water.

I think users paying that much money will be looking for a little more comfort and accessibility.

Playing the devil's advocate, is it possible this dinghy storage proposal is being set up to fail? And if so, what could be a secondary use? For example, would this new and large deck make a good restaurant?

In summary, this proposal raises more questions than answers and the applicant should be asked to review the application and re-submit after community consultation. And with a new Plan of Management please, don't use mine.

Regards

Bruce Davis