
From: Kirsten Dobell
Sent: 19/11/2024 2:27:21 PM
To: Council Northernbeaches Mailbox
Subject: TRIMMED: DA2024/1216 Alterations and additions to Marina facilities Submission
Attachments: DA20241216 submission Dobell.docx;

Attention : Development Assessment Team

Please find attached our submission in relation to DA2024/1216.

Kind regards,
Kirsten and Jon Dobell

19 November, 2024

Attention: Development Assessment Team, Northern Beaches Council

**Re: DA2024/1216 Alterations and additions to North Harbour Marina
Lot 10 DP 1192010 and Lot 1 DP 793093 Gourlay Avenue, Balgowlah**

We have been residents of North Harbour since 2010. In addition we moored our boat with Davis Marina from 2010-2022 until we were allocated a public mooring in the area. We continued to use Davis Marina for boat maintenance and tender services until it was sold in 2023 and the tender services were terminated by the current owners.

We have a number of concerns regarding the above DA and have found some of the supporting documentation to be inadequate.

1. The inclusion of berths for vessels up to 32m in length

We categorically do not support any vessel of 25m or 32m being moored in North Harbour.

The Statement of Environmental Effects the Sydney Harbour Foreshores and Waterways Area Development Control Plan (DCP) 2005 states that "Any visual analysis shall consider the impact of the largest motor vessel(s) capable of being berthed at the marina".

The application does not include any actual visual analysis of these larger boats being moored in North Harbour. A simple Google search of boats of the proposed size makes it clear that they would have a significant impact on the aesthetic and view of the area. They would not meet the requirements of the DCP that:

- The visual impact of the marina on people in the visual catchment (derived from an analysis of the potential number of viewers, their location within the landscape, distance from the marina, and duration of view) is to be minimised
- Waterside structures and berthed vessels associated with marinas are not to block views from foreshore public open space or views to foreshore public open space from the waterway

In addition, there is no acoustic report on the impact of these super yachts nor any consideration as to the impact of storm surges in North Harbour. There is also no analysis on their ongoing impact on wildlife and other vessel users in the area.

2. The inclusion of a navigation channel and the loss/moving of moorings

We disagree with the applicant's statement that this is "much needed". We have had a boat moored in North Harbour for 14 years and have never had an issue navigating it in the area. Rather than increase safety, we would argue that the navigation channel will actually make it more dangerous as it will likely increase the number and speed of boats coming through the area. This will impact the users of small watercraft and the wildlife in the cove. The current configuration requires a cautious speed and discourages unnecessary vessels from entering the cove.

We are not experts in the design of marinas, but defer to the submission by Bruce Davis on 30/10/24 relating to the inadequacies of the proposed design. If the navigation channel is rejected, then presumably the marina does not need to be reconfigured.

The Aquatic Ecology Assessment only looks at the construction phase of the project and does not consider the impact of this channel on an ongoing basis.

3. The removal of the slip way and the installation of dinghy and kayak storage

The loss of the slip way will mean that there will be no chance for any boat maintenance or repairs to occur in the area.

It is also optimistic of the applicants to assume that all the boats stored along the foreshore would suddenly be willing to pay a storage fee to them. The Traffic and Parking Impact Review has not considered any increase in parking demand resulting from these extra 72 storage areas. This is potentially significant.

The parking review also states that “the area is well serviced by public transport”. In reality, the closest bus (162) operates hourly on the weekend and public holidays when the most traffic would be expected. This report also does not give proper consideration to the fact that Gourlay Ave has no footpath and is part of the Spit to Manly walk at high tide.

4. A small kiosk

We do not object to a kiosk operating restricted hours with no alcohol being served. We would ask that extra bins are required to prevent waste overflowing and ending up in the harbour.

In summary, we ask the assessment panel to reject outright:

- the berthing of any super yachts in North Harbour
- the installation of a navigation channel
- the granting of a liquor license for a kiosk
- any significant increase in the number of moorings at North Harbour Marina

We would also ask that further analysis is done on the parking impacts and waste removal for the proposed kayak and dinghy storage and the kiosk.

Kind regards,

Kirsten and Jon Dobell
7 North Harbour St
Balgowlah