

Mr Mark Adamson - 9710.0623
File Ref: DA13/0590

29 October 2013

Dr John Roseth
Chairman
Sydney East Region Joint Regional Planning Panel
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Administration Centre
4-20 Eton Street, Sutherland
NSW 2232 Australia

Please reply to:
General Manager,
Locked Bag 17,
Sutherland NSW 1499
Australia

Tel 02 9710 0333

Fax 02 9710 0265

DX4511 SUTHERLAND

Email ssc@ssc.nsw.gov.au

www.sutherlandshire.nsw.gov.au

ABN 52 018 204 808

Office Hours

8.30am to 4.30pm
Monday to Friday

Dear Dr Roseth

**Council Submission: JRPP Reference No. 2013SYE053
Development Application No. 13/0590 – Alterations & Additions to Sylvania Marina
at 25 Harrow Street, Sylvania**

I refer to the subject application, which is to be determined by the Joint Regional Planning Panel on 6 November.

At its Meeting held on 28 October 2013, Council resolved as follows:

- "1) That the Report by the Acting Director – Planning & Environment regarding the proposed alterations and additions to berthing facilities at Sylvania Marina, 25 Harrow Street, Sylvania (DA13/0590) be received and noted.*
- 2) That Council prepare a submission to be presented to the Joint Regional Planning Panel recommending refusal of the DA13/0590 under Section 79C of the Environmental Planning and Assessment Act; on the following grounds:*
 - (a) That the small bay between Sylvania Marina and Tom Ugly's Marina is already significantly developed.*
 - (b) Tom Ugly's Marina already has approval for additional berths to be taken into consideration.*
 - (c) The visual impact on the local area.*
 - (d) The negative impact on the environment.*
 - (e) The obstruction of the waterways.*
 - (f) The loss of amenity to other residents.*
- 3. That a review be undertaken of Council's parking requirements for marinas in regards to boat size and carrying capacity."*

This small bay area has already been significantly developed. It is presently occupied by two marinas and the location is limited in its ability to accommodate further expansion. Given the bay's shape and compact nature, the extent of development into the water way is concentrated, rather than being able to be suitably spaced out. The proposal will result in an increased clutter that will go beyond acceptable levels of development of a public waterway for the purposes of private development.

The existing marina and the proposed additions, coupled with an existing approval to expand the capacity of the Tom Ugly's Marina will develop this small bay beyond its capacity. The assessment of this application must be considered in light of the existing approval to also expand Tom Ugly's Marina by a further 35 berths.

The visual impact of the marina is unacceptable in this already cluttered context.

From a significant proportion of the foreshore the proposal will interrupt views of the waterway. Views of the open waterways incorporating separate boats on swing moorings will be replaced with a continuous and solid structure with large boats in fixed pens at close proximity to the shore. This form will read as one solid mass and will impact on views of the waterway from foreshore residences.

The extension of the marina is likely to give rise to increased environmental impact. The structure, coupled with larger vessels and associated activity is likely to result in greater disturbance of the sea bed and sediments, resulting in increased turbidity in the location. The increase in vessels also increases the likelihood of accidental spills and pollutants associated with the ongoing maintenance of boats permanently berthed in this location.

The additional solid structure will impact on the usability of the public water way in this location. It will obstruct an area that is currently accessible to other boating and waterways users. It presents an increase in solid structure extending northward into the waterway and creating more of a pinch point into the bay. It also serves to effectively privatise this area.

It is anticipated that with the larger sized vessels in the facility there is a far greater likelihood of larger sized groups using them. This in turn will result in more vehicles visiting the site and greater noise from the activity of large groups, both on the vessels and that associated with groups gathering in the car park and street at the end of the day with the protracted farewells typically associated with large gatherings. There is also the likelihood of larger vessels generating more engine noise and the like.

On behalf of the community, Council requests that the JRPP gives these matters careful consideration before determining this application.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Peter Barber', with a long horizontal stroke extending to the right.

Peter Barber
Acting Director – Planning & Environment Division
for J W Rayner
General Manager