

Manly Council



Your Ref:

Our Ref: 20 October 2011 LUS

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Mr Mark Brown
Senior Planner
Metropolitan & Regional Projects South
Department of Planning and Infrastructure
GPO Box 39, SYDNEY
NSW 2001

**Re: Manly Council Submission- MP 08_0046 - d'Albora Marina,
The Spit**

Dear Mr Brown,

I refer to your email dated 10 October, advising that final comments should be made within 14 days regarding the above project. Manly Council submits the following comments.

Visual impact

Manly Council is satisfied that the changes presented in the preferred project report reduces the visual and acoustic impact of the proposal on Manly residents overlooking The Spit.

Traffic congestion

The significant outstanding issue of increased duration of Spit Bridge opening times remains and must be addressed by the proponent of the proposed development at d'Albora Marina - particularly associated with the increased size of the Marina and the addition of large craft.

The region currently faces many challenges including significant road congestion coupled with limited and inefficient public transport. Traffic issues associated with Spit Bridge affect the vast majority of residents on the Northern Beaches (Statistical subdivision) - a population of almost 250,000 people (ABS 30 June 2009) with over 157,000 registered vehicles (ABS March, 2009).

There is limited choice of movement within the region, as the provision has been heavily biased towards roads, with no rail system. There are only three road entry/exit points to the body of the region, being Spit Bridge (connecting the region to the south) and Warringah and Mona Vale Roads (connecting the region to the west). These road corridors carry in excess of 200,000 vehicles per day causes congestion and long journey times. The three major road links also carry the primary buses services that link the region to the rest of Sydney. There is obvious North- South emphasis with the current network predominantly serving the Barrenjoey - Pittwater - Spit - Military Rd corridor to and from the Sydney CBD, with up to 800 buses per day. (Shore Regional Organisation of Councils, Sustainable Urbanism for SHOROC – Manly, Mosman, Pittwater, Warringah Councils, May 2011)

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Due to the need for the bridge to be raised to allow passage of such water craft, this impedes traffic flow of motor vehicles to and from the Northern Beaches and City via Mosman.

In terms of major road upgrades, the Northern Beaches Road Corridor from the Spit Bridge to Mona Vale, has been on the NSW State Government agenda, since 1947. The NSW Government is now undertaking a feasibility study into Bus Rapid Transit for the Northern Beaches, which confirms the NSW Governments commitment to address ongoing issues of traffic congestion affecting the Northern Beaches and potential improvements.

The feasibility study will assess the performance of existing bus corridors, analyse corridor constraints, and identify opportunities to improve travel speed and reliability, including infrastructure options. The findings of the investigation will be documented in a draft report, expected to be presented later this year. The NSW Government allocated \$3 million for studies into a bus rapid transit system on the Northern Beaches in the 2011 Budget.

Until the NSW Government provides traffic and Spit Bridge improvements to reduce congestion, any increase in berths at d'Albora Marina will affect bridge opening times, thereby increasing congestion. This is not in the public interest of residents and businesses in the Northern Beaches.

Should you require any further information or assistance please contact Patricia Docherty, Senior Strategic Planner on 9976 1657.

Yours faithfully,



Stephen Clements
Deputy General Manager
Manly Council

Date:....20 October 2011.....