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Sent: 25/10/2024 4:39:14 PM
To: DA Submission Mailbox
Subject: Online Submission

25/10/2024

MR Charles Holland
ST
NSW
[REDACTED]

RE: DA2024/1216 - Gourlay Avenue BALGOWLAH NSW 2093

Dear Mr Maxwell,

Re: DA2024/1216

Swing Moorings

The removal of the swing moorings should not be approved as the proposed creation of the "navigation" channel is a ruse to allow Super Yachts access to the marina. Having Super Yachts accessing Jilling Cove creates a greater danger to other marine craft (boats/kayaks/paddle boards) than not having a navigation channel.

The existing swing mooring placement has been there for years, without any "safety" issues created.

There is inadequate number of swing moorings in North Harbour (with a 20+ year wait list for a private mooring). If anything, the applicant should hand the mooring leases back to the Waterways Authority so they can be released as private moorings.

Super Yachts

The "Optional Berths" on the development plan must not be approved. Allowing Super Yachts to berth at the marina creates a multitude of unacceptable risks in respect of safety (manoeuvrability of the Super Yachts), the ecology (the effect of the propellor wash on the sea bed ecology due to the shallow nature of the bay) and visual pollution (due to the size of the vessels).

Disallowing Super Yacht berthing means there is no valid reason to remove the moorings to create the navigation channel.

Traffic & Parking Reports

The two reports contain a lot of misdirection, falsehoods, and assumptions.

"The area is well served by public transport, with frequent bus services" is a falsehood.

The section saying who uses the parking spaces is intentionally misleading as it leaves out the many people accessing Forty Baskets beach reserve via the pathway and the boat owners on private moorings.

Under Section 3.1 they state "Boat users either walk to the marina..." with no data to support how many walk. The common sense reality would be close to zero walk to the marina.

They also comment on Wednesday the 25th of October 2023 at 11am 12 parking spaces were utilised out of 27. This is misdirection. On a weekend or public holiday one would be unable to obtain a parking space, with cars parallel parking opposite the 22 car spaces. Often there is no street parking for 50 metres + on New St from the Gourlay Ave intersection. The additional assessment parking document contains the falsehood "The removal of the two slipways will mean the boat maintenance and repairs will currently carried out at the marina will decrease significantly, with the consequent reduction of three fulltime staff from the marina". The slip way has not been used since the applicant purchased the marina last year. Then they mention the dinghy storage racks they propose to build and make the assumption they will be used by local residents early in the morning. The truth is they would be used at any time, especially on the weekends. In reality, the dingy storage racking may increase demand for car parking spaces. They then go on to say local residents would walk to the site. I believe this is non-sensical as the majority of users would not be "local".

Dinghy Storage

More detail needs to be provided on how they are going to operate the dinghy storage i.e. Are they going to be charging a fee to users? How will the spaces be allocated? E.g. Owners of boats moored in North Harbour have priority?

I'm unsure how the applicant will be able to make contact with the owners of the dinghy's stored on the foreshore, either side of the marina, as depicted in the photos.