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**Subject:** Online Submission

13/11/2024

MR John McGroy  
11 Ernest ST  
Balgowlah Heights NSW 2093

**RE: DA2024/1216 - Gourlay Avenue BALGOWLAH NSW 2093**

Please find my objections outlined below:

1. Changes to the moorings in North Harbour to provide a navigation channel.
  - a. The proposal implies that the current moorings in North Harbour are not safe for navigation and therefore moorings need to be removed or moved to provide a safe navigation channel. There has never been a need for a navigational channel as proposed, so clearly the only reason the channel is required is to provide access for superyachts. It has nothing to do with increasing safety for the boating public in North Harbour.
  - b. The plan provided only shows the location of the moorings to be removed, not the swing room of the boats on the mooring in different wind directions. Boats swing according to the wind and in strong winds from any direction some of the boats will swing into the channel as drawn on the plan.
  - c. TfNSW moorings have always been in high demand North Harbour and to lose any moorings so two large vessels can have access to the bay would not be in the community interest.
  - d. If the superyacht berths are rejected then the navigational channel becomes redundant and must also be rejected.
  
2. Proposal to berth two superyachts on the end of the west and east marinas.
  - a. Superyachts of 25m and 32m are not only long but they are high - up to 3 some even 4 stories high, and are totally out of proportion of anything else in the bay, including the existing buildings. Their windage and tonnage are considerably greater than two 15 m boats.
  - b. These boats will severely impact the bay both visually and from a safe navigation view when they are entering or exiting the bay, evn with the new navigation channel.
  - c. The Statement of Environmental Effects notes that this proposal has no visual impact because only a few pontoons and piles are being added to the existing marina structure. The impact of the boats berthed at the marina has been ignored. The visual impact of these superyachts will be enormous and totally out of scale with the small area at the head of the North Harbour.
  - d. From the marina one can look directly out to sea hence there is no protection from big southeasterly swells that come straight through the Heads and into the bay, especially from east coast lows. A superyacht berth would need to be designed to survive such conditions. The proposal submitted implies that two T-heads can moor two small boats or one superyacht. Superyacht berths in other marinas are designed with bigger piles/pontoons/cleats to berth these large vessels, and these marinas are not directly exposed to Sydney Heads. This proposal has not considered whether additional piles will need to be driven to provide a wider and stronger pontoons. Any stronger infrastructure will encroach into

the environmental zone. The council must address whether the present T-heads designed for small boats, will be able to support superyachts in the event of an east coast low developing off Sydney.

### 3. Additional Berths to be added to the existing marina

The council must ensure any additions to the marina comply with the Australian marina code. It appears that the fairway between the two marinas does not comply with the code as it appears to be well below the minimum width of 1.5 times the length of the largest berth off the fairway.