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18/03/2025

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[REDACTED]

RE: DA2024/1216 - Gourlay Avenue BALGOWLAH NSW 2093

I would like to express my objections to the DA for North Harbour Marina.

The proposed channel is not necessary if they are not allowing large vessels to berth at the marina. What is the purpose of the channel if the vessels are below 15m in length?. The channel is only of benefit to larger vessels, existing vessels navigate through North Harbour with no issues.

The channel proposed impacts public marina's which are highly sought after with waiting lists in excess of 10 years. There are 3 on their plan that don't have a proposed new location. AI027 AI019 and AI050. The applicant claims marina berths are more sought after than moorings - then why are there over 110 people on the wait list to get a mooring in North Harbour. This compares to less than 40 people on waitlists for Manly Cove, Little Manly and Clontarf. Collectively there are hundreds of people waiting for moorings in the Greater Manly area.

The majority of the moorings on the border of the channel are Manly Boatshed or Public Moorings - this exposes these moorings to increased wash and risk of damage if larger vessels are trying to navigate a channel which isn't adequate - please see my next comment. In addition, their map is drawn with a dot in the existing mooring location. This does not indicate the actual size of a vessel so the drawing on page 3 is completely inaccurate and means the channel is inadequate indicated. They have measured a 42 metre gap in one area and a 48 metre gap in another area. I would say the average boat in North Harbour is in the vicinity of 9 metres so their channel is between 33 metres wide and less than 40 metres wide.

They also claim the channel will provide safety for passive craft like kayaks - I don't believe any kayaker would chose to kayak/paddle down a designated motor boat channel.

Although they have agreed to a 15m vessel size restriction, the actual construction of the T berths means they could request to change this at any time in the future. Or are they intending regular visits from commercial vehicles to their T berths that exceed 15 metres which is why they need a channel. It is all very unclear and seems likely they have ulterior motives.

The Dinghy storage doesn't provide any ramps - so how are the people expected to get the dinghies down to water?

The costs listed are very low, they have not factored in everything necessary. The Manly Boatshed desk and upgrades cost 1.2 million dollars - how are they improving and adding marina berths, destroying slipways, adding a dinghy deck and storage and improve the building for a kiosk for a few hundred thousands dollars.

There many other reason to reject this application. I strongly urge the council to reject this

proposal.