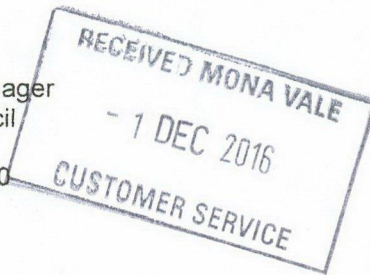


This DA Submission Form must be completed and attached to your submission.

The Interim General Manager
Northern Beaches Council
PO Box 882
MONA VALE NSW 1660

(Fax No: 9970 1200)



DA No: N0477/16

Name..... G.B. ROBERTS.
Address... 5 FLORENCE TCE.
..... SCOTLAND ISLAND
Phone..... 99795228 2105
Date..... 27 NOV - 2016

Proposed Development: Construction of mooring pens

At: 1 KALINYA STREET NEWPORT NSW 2106

I have inspected the DA plans and related documents. I have considered them in the context of the relevant planning instruments or policies.

☐ Yes ☐ No

I am willing to provide expert reports to supplement my comments should a conflict in opinion arise.

☐ Yes ☒ No

I am willing to provide evidence to the Land and Environment Court if the application is appealed.

☒ Yes ☐ No

In the interests of public transparency please note that your submission in its entirety will be available to the applicant or other interested persons on request and will also be made available on Council's internet site through Council's transparent Development Application Tracking process. You are encouraged, as is the applicant, to discuss with each other any matters that may be of concern.

COMMENTS: (You may use the space provided or attach a separate document).

ATTACHED LETTER OF OBJECTION

Name: G.B. ROBERTS Signature: _____

Date: 27/11/2016

Disclosure of Political Donations and Gifts (sec 147 EP&A Act 1979):

Please read the information concerning political donations and gifts disclosure available at www.pittwater.nsw.gov.au/political and, if relevant, tick the box below and provide details of the donation or gift on the disclosure statement available on Council's website:

I have made a political gift or donation

☐ No.

To: Northern Beaches Council

Regarding – DA N0477/16 – 1 Kalinya St Newport

27.11.16

Detail of DA

I note that the pens are 11.5 metres in depth. Boats are to be tied up transom to end of pen. I see no limit to the length of the vessels that can use these mooring pens (so vessels presumably could be up to 15 metres and more).

Depending on the direction of the wind, the moored boats to the West, I calculate, could be only around 24 metres from the ends of the mooring pens – a 24 m approx. channel.

Even if the vessels were no longer than 11 m, then that leaves only around 24 m for manoeuvring, effectively blocking the whole channel – and for how long? - and what about the potential danger to other vessels in a strong wind while manoeuvring? – all of this depends on the skill of the skipper (I have a friend who has bought a 44 ft motor cruiser and he can't even pick up a mooring with lots of surrounding water space!).

So, what about vessels of, let's say, 15 metres? That would further reduce the channel to around 20 metres.

Traffic Impact - Marina v Mooring Pens


The DA refers to Mooring Pens (14 of), none of which are permanent – they can only be used on a daily basis, booking at the hotel office.

In terms of traffic impact, these Mooring Pens are much worse than normal Marinas. As we know, some 90% of boats rarely leave their Marina berths – whereas 100% of the boats at the Mooring Pens will arrive and leave on a daily basis – that could be 14 x 2 (in and out) x 2 (could be 2 boats, or more, per day) – a potential of 56 boat movements per day.

The Newport is proving to be a very successful and busy entertainment venue, so these numbers are not unrealistic.

The Boats South of the Proposed Mooring Pens

Just in this southern area, there are approx. 155 boats, moored or at commercial and private berths. Added to that are the many, many boats that are launched and recovered at Rowland Park – including surf boats and dragon boats. They all need to navigate safely in the existing narrow channel.



But all of these boats, big and small, would be committed to navigate through a channel of as little as 20 m approx., interrupted by the potential of 56 boat movements per day coming in and out of the Mooring Pens, and travelling up and down the existing narrow channel past RPA and RMYC, again in possible strong wind conditions.

Sounds like potential danger and chaos to me!

RMS Approval

My question re the OK by RMS is – how could a Waterways officer, responsible for safe navigation on Pittwater, approve this Mooring Pen infrastructure, with so little navigational space?

The Pittwater

Pittwater is a wonderful waterway, mostly with freedom of movement for watercraft of **ALL** types – tiny sailing boats, medium and bigger yachts, putt putts, small outboard motor driven vessels, paddle boards, wind surfers, kayaks, internal engine driven boats of all sizes.

Not surprisingly, Pittwater will not be getting any bigger. And it is an absolute that there will be more and more of the public, in future generations, wanting to enjoy this superb waterway of Pittwater.

It is a very busy waterway, especially near the shoreline in the navigational channels, where manoeuvrability is critically important.

Many vessels are manoeuvrable – yachts under power, and small to medium sized power boats – sailing skiffs only when the wind conditions are favourable.

So, adequate space in the restricted waterway areas is required for safety. This is particularly important when small children (6-7 years old) are sailing, or learning to sail – for example in Optis, of which there are some 30 just in the RPAYC. A number of schools, as well, use the training facilities of RPA.

Safety of sailing is also critical for disabled sailors, who sail out of RPA and also use the channel.

There is a significant amount of water traffic moving North and South in this restricted waterway adjacent to both RMYC and RPA, including small to large motor vessels, and this would be exacerbated by the additional traffic going to and from the Mooring Pens.



Objection

With all the above in mind, and needing to think through into future generations of Pittwater users, and also needing to address the Social and Environmental issues, it would be wrong to allow these 14 Mooring Pens, as requested in the DA..

The idea of having vessels, no doubt some large, manoeuvring in and out of these pens on a daily basis is very worrying, and unacceptable.

It represents the attitude of an organisation, the Newport hotel, with no concern for other water users, driven by private profit, rather than public good.

It is one thing for small motor driven boats to weave their way through a group of small sailing boats – It is entirely another thing for large vessels (up to around 15m) to 'weave' their way through a fleet of small and medium sailing boats.

If permission were given for this proposal, it could never be reversed - 'What's done cannot be undone'.

Thinking About the Future

We, the Council, the Government – all of us, as leaders and thinkers – responsible citizens, have to look ahead 30, 50 and more years.

We recognise that increasing numbers of people will come after us and will also want to access the Pittwater and enjoy this beautiful part of our country.

So, we have to seriously ask ourselves – is it fair to keep on locking out further areas of Pittwater (such as this area being requested by Hemmes Property Pty Ltd) and forever deny access to future generations of the public?

Do we set Private Profit over Public Good?

Sadly, we have become a very greedy people – we generally do not think ahead to ensure that others (future generations) will share in these wonderful public assets that we enjoy.

It's not just this example - there are many others.

So, do we have here a case of Greed over Equity?

Many of us are in the privileged position of being leaders, people who think and act responsibly for the continual improvement of our wonderful country, and this superb area that is the Pittwater.

So, in this special position, as responsible leaders, we must not let the desire for the acquisition of Public Assets blur our thinking.

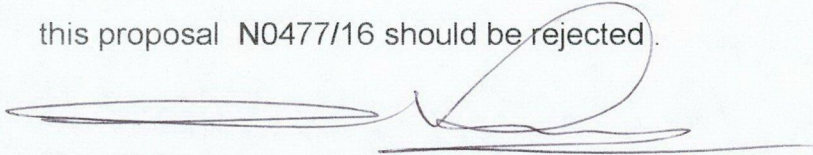


Summary

On the basis of:-

- Safety
- A very restricted waterway
- A very high level of boat movements
- Little return, we understand, for the Govt (the people of NSW) – private profit over public good – greed over equity.
- A precedent would be set for other water based businesses to follow
- The Social and Environmental consequences
- Short term thinking over long term considerations

this proposal N0477/16 should be rejected.

A handwritten signature in dark ink, appearing to read 'Greg Roberts', is written over a horizontal line. The signature is stylized with a large loop at the end.

Greg Roberts

5 Florence Terrace

Scotland Island

9979 5228