

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

DA No: N0477/16

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

(Fax No: 9970 1200)

Name: HARRY & MICHELLE

Address: STANDISH

9/4 REDNA ST MONA VALE

Phone: 0412 420 922 2103

Date: 28.11.16

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).

SEE ATTACHED PAGES 2/3 AND 3/3

RECEIVED MONA VALE

30 NOV 2016

CUSTOMER SERVICE

Name: HARRY STANDISH Signature: H Standish Date: 28.11.16

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☐



Harry and Michelle Standish

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9/4 Rednal Street  
Mona Vale NSW 2103

NORTHERN BEACHES COUNCIL  
1 PARK STREET  
MONA VALE NSW 2103

Dear Sir/Madam

**RE: PROPOSED CONSTRUCTRION OF MOORING PENS  
BY HEMMES TRADING PTY LTD  
LOT 1 DP 72587  
LOT 1 DP 527172  
1 KALINYA ST NEWPORT NSW 2106**

I advise that we travel up and down the waterway area where the proposed mooring pens are to be placed on a regular basis. We strongly object to the proposed development of the area for mooring pens on the following grounds:-

1. The navigation channel is too narrow to allow boats to move in and out of the mooring pens safely whilst other boats will be travelling north and south in this very narrow busy channel.
2. The mooring pens will not allow safe entry and exit from the pens as the docking boats will be perpendicular to the main channel boat traffic which is north and south and there is insufficient manoeuvring room.
3. The aerial photo of the proposed development site is conveniently taken at high tide or close to high tide giving the appearance of a much wider channel than it really is.
4. At low tide more of the sand spit extending out from the Bayview Dog Park protrudes into the channel and makes the navigation channel much narrower than it appears on the development plan.
5. The development proposal should be considered on low tide specifications and measurements- not high tide specifications.
6. Similar applications have been proposed in the past by previous owners of the adjacent land and have been disallowed by Council and Waterways Authorities. Nothing has changed in the nature of the channel or geography of the surrounding area, so why has this application been allowed to get to this stage.
7. The size and nature of the mooring pens is excessive, pose danger to passing boat traffic and is dangerous when boats move in and out of the pens.
8. The size of the proposed development is similar in pontoon length to the marina development immediately to the north, namely the Bill Rowell Marina Complex at 1 Queens Pde Newport. Again boating safety becomes an issue with so many boats moving in and out and through this narrow channel. Here we add more safety issues in that boat fuel is available and regularly dispensed at this marina.



9. It seems no other purpose is served by this proposed mooring facility other than the consumption and purchase of alcohol and the promotion and expansion of a "pub culture and environment.
10. In between the Bill Rowell marina complex and the proposed mooring pens is a public wharf for large ferries and vessels. By allowing another large mooring facility in close proximity to the large public wharf makes this total area as proposed unsafe to all moving, manoeuvring and stationary vessels.
11. The proposed mooring pens will result in more boat traffic, more noise and dangerous navigation practice.
12. The proposed mooring pens will bring more patrons down to the water's edge and more swimming and diving in this area will result.
13. These social activities mentioned above may be influenced by alcohol consumption and coupled with the high volume of passing boat traffic to and from southern marinas and Bayview launching ramps is a recipe for many accidents to occur.

Should Council be bullied into approving this development then the following navigation conditions and safety conditions should be attached to this development:-

1. The Bayview Dog Park sand spit area should be dredged at the developer's cost so as to sufficiently widen the navigation channel to allow movement in and out of the mooring pens without restricting the north and south bound boating traffic.
2. "NO SWIMMING AND NO DIVING" safety signs to be erected on the mooring pens with fines and penalties applying to people who disobey the signs.
3. "NO CONSUMPTION OF ALCOHOL" safety signs on the floating pens or on boats moored in the pens for safety reasons. Hopefully this will stop patrons from drinking excessively and then trying to use their boats and negotiating the movement out of the pens.
4. The mooring pens are to be used for alcohol purchase only and not for sitting in the mooring pens for hours and indulging in excess alcohol consumption.
5. Removal of the 3 southern most swing moorings that are attached to the Bill Rowell marina complex (west of the proposed mooring pens) for safety and channel navigation purposes. When a westerly wind blows these swing moorings encroach into the navigation channel and have a significant impact on the width of the navigational channel and coupled with the mooring pens size it will lead to navigation safety issues. I assume these 3 swing moorings belong to the Bill Rowell marina complex but cannot verify this.
6. The owners should strictly enforce "maximum allowed boat length" and "width" limits for mooring pen parking patrons.

We hope the above matters that have been raised echo sound development, OR, "no development" principles which revolve around user safety and boating navigation safety for all.

To approve this development in its proposed size and nature is dangerous and represents an overdevelopment of a constricted and already compromised site.

Yours faithfully

Harry and Michelle Standish

*Harry Standish.*  
*M Standish.*