
From: Ian Ward
Sent: 4/11/2024 10:29:45 AM
To: DA Submission Mailbox
Subject: TRIMMED: Re: Submission Acknowledgment
Attachments: 122 Crescent Rd Marina.pdf;

Please find attached a copy of our submission.

kind regards, Ian

Ian Ward


On Mon, 4 Nov 2024 at 10:18, <DASUB@northernbeaches.nsw.gov.au> wrote:
04/11/2024

MR Ian Ward
- 48 Rednal ST
MONA VALE NSW 2103

RE: DA2024/1409 - 122 Crescent Road NEWPORT NSW 2106

Dear Sir/Madam,

Thank you for your submission in respect of the above-mentioned property. Please be reminded that under provision of the Government Information Public Access Act, all submissions will be posted on Council's Website against the application.

The matters that you have raised will be noted and taken into consideration in the assessment of the proposal process. However, please note as previously stated in the notification letter, Council will not enter into correspondence in respect of any submission due to the large number of submissions Council receives annually.

Should you wish to monitor the progress of this development application, please feel free to visit the Planning and Development section of Council's Website at www.northernbeaches.nsw.gov.au .

We thank you for your submission and should you have any queries, please do not hesitate to contact Council on 1300 434 434.

Yours faithfully

Northern Beaches Council

For your reference please find below a copy of your submission:

4/11/2024

Dear Mr Nick England,

Re - Notice of Proposed Development - Application No. DA2024/1409 - 122A Extension of Jetty Facilities Crescent Road, Newport "The Moorings"

We are writing regarding to the above application to register a formal objection to the extension of the Jetty/Mooring facilities proposed.

Our submission is being sent as a separate document as it cannot be attached on this site.

Our objection is to the overall size of the group of the proposed private jetties blocking the navigable waterway which is the key issue.

The jetty sizes should be far smaller than proposed in the submission and should all meet the legal requirements placed on all jetties in the bay and should reduce the impact on the waterway, not increase it, as the current proposal significantly negatively affects navigation and access to existing properties in the bay.

Ian & Caroline Ward
48 Rednal St.
Mona Vale
2103

Northern Beaches Council

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Dear Mr Nick England,

Re - Notice of Proposed Development - Application No. DA2024/1409 – 122A Extension of Jetty Facilities Crescent Road, Newport “The Moorings”

We are writing regarding to the above application to register a formal objection to the extension of the Jetty/Mooring facilities proposed.

Marina size

The existing Sirsi marina catered for 36-40 boats, now to be reduced to just 9 boats, and yet the size of the waterway area to be occupied is proposed to increase by some 20%, which is hardly an improvement in storage capacity for the site or use of the bay.

This plan additionally necessitates removing a further 3-4 swing moorings so the boats can access the proposed berths. Further reducing the overall vessel storage efficiency in the bay and at the site.

The site is no longer a commercial facility and therefore all new jetties and berthing should meet the specific requirements for private occupation as applies to other property owners in the bay, which should result in a significant reduction in the size and impact of the entire site on the waterway, rather than increase it.

The previous Marina facility easily catered for boats of up to 20m in length and accommodated at least 7 such craft in a much smaller area than currently proposed, as shown below. Clearly with an improved berthing profile, the 9 boats could be easily accommodated in a smaller same space, while reducing the overall size and impact of the berths on the waterway.



Waterway navigation

Access past the marina has always been restricted due to a pinch point at the eastern end, projecting into the navigable waterway which already produces an obstacle to navigation. This will be greatly exacerbated with a much longer section with further restricted navigability. For those craft sailing past, the waterway will be significantly restricted and for those with keels, the navigable width will be restricted to less than 20m in some areas.



The proposed marina greatly reduces the navigable waterway by extending the pinch point.

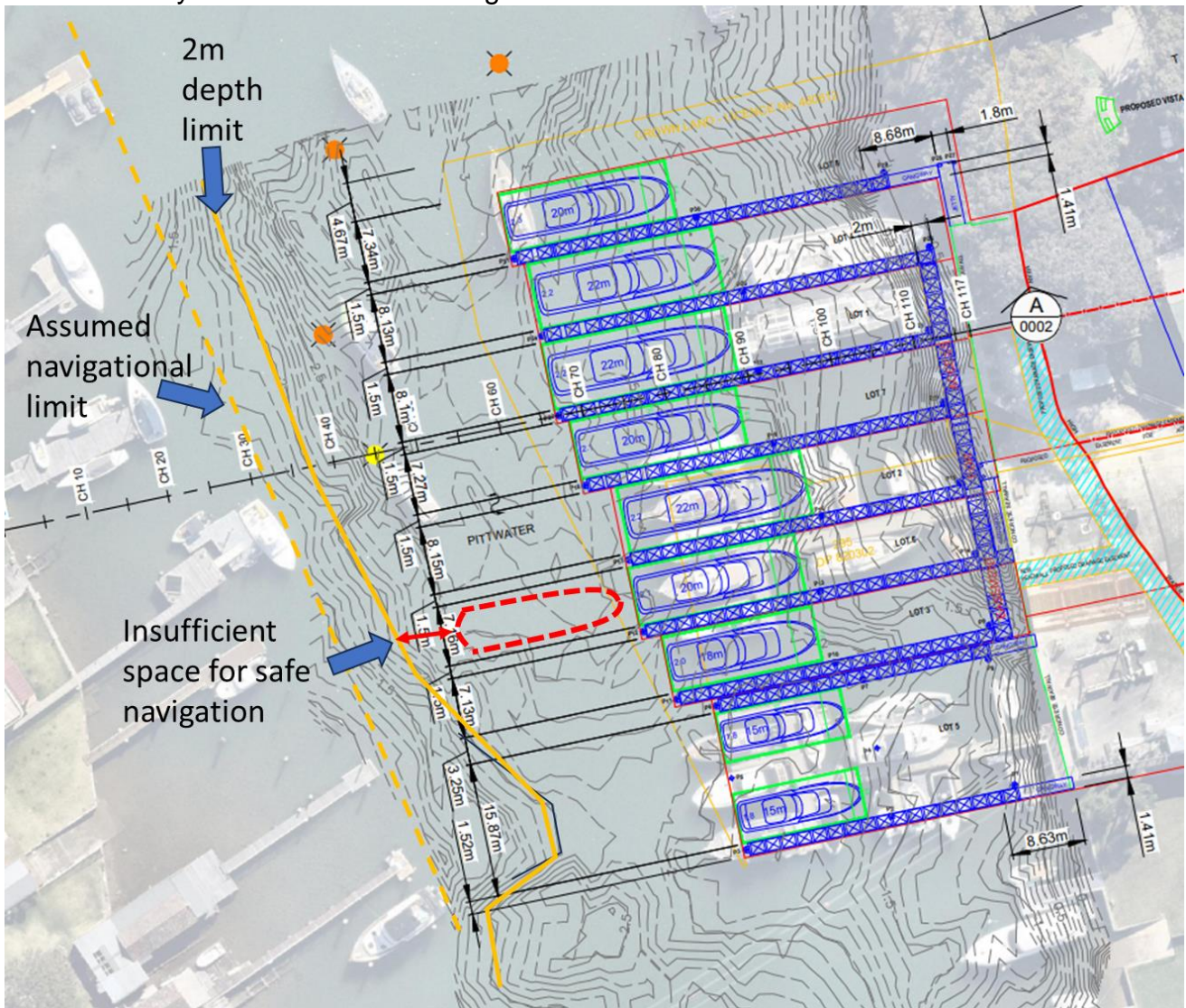
As the owner of a yacht and sailing dinghy who regularly accesses Winji Jimmi bay past the marina, I am directly affected by this proposed incursion into the navigational waterway and consider this proposal unsafe, and unwarranted. It also negatively affects safe access for the surfboats, dragon boats, paddle boards and kayaks who regularly travel past the marina and restricts boats from further up the bay navigating safely past the marina.

Marina Navigation

The proposed craft to be berthed in this facility are considered unnecessarily large for the size of the waterway in comparison to existing craft in the bay. The proposed plan does not show boats on the jetties on the opposite shore. If they too were to also be 22m long, there would be no room to navigate in or out of the proposed berths.

The depth and navigation criteria used in the application is inconsistent. A water depth of 2m is deemed necessary for the bow of each vessel, thereby forcing these large boats to be pushed well out from the shore to comply, extending the marina jetties into the bay and yet by this criteria, it would be extremely difficult for these craft to get into or out of their

berths without grounding on the opposite shore or transgressing the 2m depth line on that side of the bay. This is shown in the figure below.



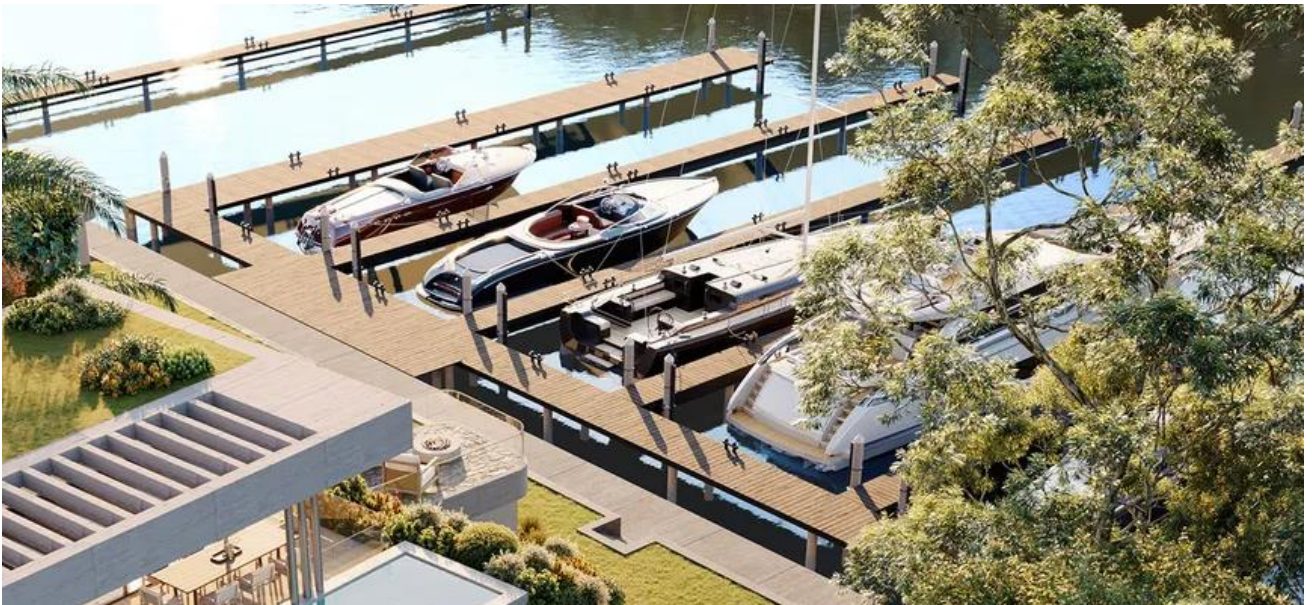
Reversing and turning such craft within the available space without grounding on the other side of the bay or hitting boats on jetties opposite is particularly difficult. Water depth contours at 2.0m on the other side of the bay shown in the diagram above clearly indicate that it is not possible to reverse these large craft out of the berth without hitting the opposite shore at the safe depths indicated.

This also transgresses the guidance within AS3962:2020, where vessels accessing berths via a fairway would require a minimum fairway width of 1.5 times the vessel length (1.5L) for manoeuvring into a berth. This is clearly not possible with the proposed arrangement.

Excessive Jetty Size



The promotional material related to this property clearly shows the intent is to moor the boats stern in, much closer to the shore than described in the development proposal.



Importantly the proposed jetties are far longer than necessary and bear no relation to the practical jetty size required for these craft. Only one jetty should be required for each two craft.

The size of existing neighbouring jetties is also clearly misrepresented, perhaps to justify this proposed development.

An alternative

The extreme increase in size of the proposed marina is completely unnecessary and contravenes current planning regulations applying to private jetties for individual dwellings.

A potential alternative layout is shown below which would provide a much more acceptable arrangement with reduced impact on the waterway. This will still allow for craft up to at least 22 metres. If it is deemed that such large craft will not fit in the allocated space, then perhaps they are just too large!

Sharing one finger per 2 boats would also reduce the impact of the jetty pontoons on the water flow in the bay.



In summary, we are not against the proposal to reduce the number of craft from 49 to 9, nor are we suggesting the boat owners should not have a 22 metre craft if they wish and it fits in the practical space and water depth available. Our objection is to the overall size of the group of the proposed private jetties blocking the navigable waterway which is the key issue.

The jetty sizes should be far smaller than proposed in the submission and should all meet the legal requirements placed on all jetties in the bay and should reduce the impact on the waterway, not increase it, as the current proposal significantly negatively affects navigation and access to existing properties in the bay.

Ian & Caroline Ward

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