
From: simon cole Cole
Sent: 28/11/2024 8:38:29 AM
To: Council Northernbeaches Mailbox
Subject: TRIMMED: ref DA2024/1409 RECONFIGURATION OF MARINA, 122A CRESCENT ROAD OBJECTION SUBMISSION ATTN MR NICK ENGLAND
Attachments: LETTER TO COUNCIL RE 122A CRESCENT ROAD NEWPORT.pdf;

ATTN MR NICK ENGLAND,

PLEASE FIND ATTACHED A LETTER OF OBJECTION REF THE RECONFIGURATION OD THE MARINA AT 122A CRESCENT ROAD.

Doyle Consulting Group

Planning and Development Services



27th November 2024

The General Manager

Northern Beaches Council

By email council@northernbeaches.nsw.gov.au

Re DA2024/1409

RECONFIGURATION OF MARINA

122A CRESCENT ROAD NEWPORT

ATTN Nick England,

Dear Mr England,

I am writing to you in regard to the notification of the above Development Application on behalf of Mr Simon Cole, the owner of an adjacent site, 120 Crescent Road Newport.

The purpose of this letter is to request that Council consider the following matters prior to the determination of the above Development Application-

Restrictive navigation

The proposal, as evidenced within the submitted documentation and several objections for nearby property owners, will unreasonably restrict safe vessel movements within this arm of Pittwater.

The proposal, by seeking to unreasonably exploit the available waterway through the inefficient design and desire to accommodate vessels of excessive length within a physically and

environmentally constrained area of the waterway is not worthy of consent.

The inefficient and insensitive approach of concentrating large vessels further into the waterway than contemplated by the residential setting clearly denotes the subject site as being incapable of sensitively accommodating the vessel size proposed.

The juxtaposition of the proposed works to the berthing area of my clients site will unreasonably impinge upon safe vessel movements to and from my clients approved berthing area and as such requires significant amendments to vessel size and associated footprint of the scheme.

Incompatible character

The surrounding pattern of vessel berthing facilities is generally of a configuration that minimises intrusion into the waterway and accommodate vessels of a lesser length than the vessel size proposed.

No recognition is given within the design for the residential character of the locality as the proposal seeks to exploit the former commercial “footprint” within the waterway for a residential use and maintaining the excessive size and density of the former commercial use.

Fails the orderly and economic use test

The subject proposal cannot be categorised as “orderly” as the proposed works are over-exploiting the sensitive waterway for a yield that cannot be environmentally justified.

View loss

Of particular concern to my client is the proposed planting of a Sydney Red Gum (Figure 14 Landscape Plan – Detail (SE Corner)) which will, when reaching maturity, impinge upon the view corridor across the South East corner of the subject site from the viewing area of my clients dwelling.

It is requested that should Council grant development consent to the proposal, a maximum height limit of 5m be imposed upon any vegetation within the subject works.

This can be verified by a site visit when convenient for you.

Thank you for the opportunity provide this submission on behalf of my client.

LANCE DOYLE

M.Plan (UTS), B.AppSc (UWS),RPIA

