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**From:** Simon Grosser  
**Sent:** 28/11/2024 12:32:06 PM  
**To:** Council Northernbeaches Mailbox  
**Cc:** Kim Grosser  
**Subject:** TRIMMED: DA2024/1409 122 Crescent Rd Submission

Attn Mr Nick England  
Development Assessment Team  
Northern Beaches Council

Dear Nick,  
Thankyou for the opportunity to comment on this development.

In keeping with council guidelines on submissions, I will keep my comments brief and leave lengthy references to provisions of planning instruments (LEP's & DCP's) to others better qualified.

Fundamentally, this development is not in keeping with the character of the area.

Kim and I have lived directly opposite 122 Crescent Rd (SIRSI marina) at 34 Rednal St since 2000, where we have raised our family.

As an enthusiastic boat owner and user of our unique waterways, I recognise and balance the need for commercial facilities such as SIRSI to support the boating industry, and it is a shame to see them disappear. However, losing service facilities should not be an excuse to over extend a marina facility that already exceeds that available to surrounding private owners.

As this site is no longer a commercial marina, any development application should be subject to residential DCP regulations, the same as other private residents.

Waterfront properties should be entitled to access facilities for private use, and pay for that privilege via the Permissive Occupancy license.

The concept of creating 9 new berths, all of which exceed the size of adjacent and surrounding facilities, 5 of which would be allocated to non-waterfront properties, is not only inequitable for existing property owners, but also simply impractical.

The waterway in Winji Jimmi Bay is simply too restricted to safely manoeuvre vessels up to 30m loa, particularly in the vicinity of the proposed development where the bay begins to narrow. Safe navigation is already restricted, and particularly so at low tide where draft is continuing reduce due to stormwater influx, and the (unauthorised?) dumping of sand to create artificial beaches, adding to the need for remedial dredging. Dumping of sand is a separate issue, that perhaps council could address.

Since the marina has closed, we have seen a dramatic increase in the use of the bay by groups other than just the local residents, for recreational purposes. This includes, rowers, paddlers, sailors and even swimmers. Surely that is a far better outcome than reverting to a situation where the waterway is further choked with much larger vessels than it can cope with.

So in closing, we object to the size and scale of the waterfront development, and offer the following proposed amendments :

- New berthing arrangements are restricted to 4 only, each associated with one of the 4 waterfront properties
- Access to berths may be shared with other properties, but not duplicated
- The size of any individual berth should be subject to the same restrictions as those surrounding, and not exceed in length
- Significant tress throughout the development, to be retained

Further clarity is also required in relation to high voltage powerlines that travers the development. At various stages we have been told by the developer that the powerlines would be relocated underground (too expensive) or that the cables providing structural support to the towers on the eastern side, would be removed (not practical). Having already witnessed incidents of vessels striking these powerlines, prior to the height being extended, the consequences of a tower collapsing due to supporting structure being removed, do not bear thinking about.

Please confirm receipt of this submission.

Yours Sincerely,  
Simon Grosser

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