

STATEMENT OF ENVIRONMENTAL EFFECTS

Statement of environmental effects for:

Boat shed & skid ramp, access decking and steps
Scotland Island, NSW

Date: 21st October 2020

Address: 10 Wurringulla Ave. Elvina Bay,
NSW 2105
Lot 3 DP 1023404.

Prepared By: Stephen Crosby & Associates Pty. Ltd,
PO Box 204 Church Pt. NSW 2105

For: M. & S. McKensey

Planning documents;

- PLEP 2014
- DCP Pittwater 21
- SEPP Coastal Management

The Modification Application:

This modification to development application 2020/0509 is for a modification to DA Condition 12 concerning the life span of the building. The change is to reduce the life span from the 100 years conditioned in the DA to the usual 30-year life span for non-habitable class 10a buildings such as boat sheds.

The boat shed proposal as approved in DA 2020/0509 is set out in plans prepared by Stephen Crosby & Associates Pty. Ltd.- comprising the following drawings:

2179-DA01A Site Plan, Floor Plan

2179-DA02A Section & Elevations

Additional supporting documents:

Site survey drawing Prepared by Base Surveying, Ref 981 covering the site, foreshore & boat shed area.

Bushfire Risk Report prepared by Planning for Bushfire Protection, with Council certificate.

Coastal Engineering Report prepared by Cardno dated 14 may 2020.

Estuarine Planning Level advice from Northern Beaches Council.

Crown Lands LOC letter, with stamped plans.

Additional documentation supporting the life span of 30 years for the structures is contained in the addendum letter from Cardno to their original Coastal Engineering report, and the Coastal Engineering Form 1.

The purpose of a boat shed is to provide a secure storage and maintenance area for small vessels associated with the residence on the site. This site is a water access only site and the boat shed performs additional functions similar to a car garage on a property with road access. It is the first port of call for deliveries of many items for residential life in Elvina Bay.

Boat sheds have traditionally been built of the foreshore at a level equal to or slightly higher than the jetty providing access to the site. The skid ramp leading from the boat shed down into the water provides a way of bringing small boats up into the boat shed. A skid ramp can only function practically if the grade is not too steep. For this reason boat sheds work best when the floor level is not elevated excessively above the water level, allowing for maximum high tides.

Over time boat sheds, like jetties, have been raised to accommodate the rise in water

levels in Pittwater. Due to the light weight structure of a timber boat shed this lifting process is not difficult. A life span of 30 years is a practical decision, regulating the structure of the building to a standard that works, and matches in with the tradition of timber boat sheds on the foreshores of the Pittwater Waterway. It is in the public interest to maintain the form and character of the timber boat shed and this requires a degree of structural adequacy that can be realistically met with good timber construction practice.

SEPP COASTAL MANAGEMENT 2018

The policy applies to this site.

Division 3 Coastal environment area

- (1) (a) The 30 year life span of the boat shed and skid ramp shall have no adverse impact on the integrity and resilience of the biophysical, hydrological and ecological environment.
(b) The floor level, size, bulk and scale of the boat shed are in keeping with others on the foreshore of Pittwater. Coastal processes are unaffected.
(c) N/A
(d) N/A
(e) **Access** Foreshore public access is maintained with a walkway and steps behind the boat shed with this proposal.
(f) No impact envisaged.
(g) N/A
- (2) (a) The boat shed and skid ramp shall have no adverse impact as above.
(b) The proposal has been designed to minimise impacts on the natural environment, with minimal excavation.
(c) N/A

(3) N/A

Division 4 Coastal use area

- (1) (a) (i) Public access along the foreshore is maintained with this proposal.
(ii) No overshadowing or loss of views.
(iii) N/A
(iv) N/A
(v) N/A
- (b) (i) No adverse impacts anticipated
(ii) N/A
(iii) N/A
- (c) The size, bulk and scale of the boat shed and skid ramp are in keeping with others on the Pittwater foreshore.
- (2) N/A

Division 5 General

- 15** No increase to coastal hazards.
- 16** Consent authority to consider.
- 17** Consent authority
- 18** N/A

STEPHEN CROSBY