

# STATEMENT OF ENVIRONMENTAL EFFECTS

**Statement of environmental effects for:**

Boat shed & skid ramp,  
Morning Bay, NSW

**Date:** 13th February 2024

**Address:** 22 Bona Crescent, Morning Bay  
NSW 2105  
Lot 72 DP 558649.

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

**For:** Hightide Group Pty Ltd

**Planning documents:**

- DCP Pittwater 21
- PLEP 2014
- SEPP resilience & Hazards

**The Application:**

The application is for a new Boat shed and skid ramp, partially on Crown Land below the Mean High Water Mark at 22 Bona Crescent, Morning Bay.

The Boat Shed and skid ramp proposal is set out in plans prepared by Buck&Simple Pty. Ltd.- comprising the following drawings:

1220-DA000	Cover sheet
1220-DA001	Specification
1220-DA010	Site Layout-Existing & Demo
1220-DA011	Site Layout & Site Analysis
1220-DA012	Site Elevation
1220-DA013	Erosion and sediment Control, Stormwater Control & Waste Management
1220-DA100	Floor & Roof Plans
1220-DA300	Sections
1220-DA400	Elevations
1220-DA900	Perspectives,,Materials & Finishes
Geotechnical	

Other documents supporting the application are:

Bushfire Risk Assessment prepared by Planning for Bushfire Protection dated 18/01/24.

Site survey drawing prepared by Waterview Surveying Services, Ref 1157A detail, sheet 1, covering the site foreshore, jetty & boat shed area.

Acid Sulphate Soils Report prepared by Marine Pollution Research dated 05/12/23.

Coastal Engineering Report prepared by Stantec dated 21/12/23.

Geotechnical Report and Forms 1 & 1A prepared by Crozier Geotechnical dated December 2023.

Arborist's report prepared by Julia Stanton dated Feb. 2024.

Waste Management Plan prepared by SCA dated 01/02/24.

Dept. of Primary Industries NSW Fisheries letter of support, with stamped plans.

TfNSW Maritime Division letter of support, with stamped plans.

**Site:** 22 Bona Crescent, Morning Bay, Lot 71 DP 558694.

**This property is only accessible by water.**

The site is located on the southern side of Morning Bay. The site rises at a grade of 12deg from a levelled area behind an existing stone seawall forward of the Mean High Water Mark (MHW by Title). The site contains a jetty with ramp and pontoon but no boat shed or skid ramp at present. The works proposed in this development application are partially on Crown Land below the MHW.

The estuarine planning level advice sets a level of 2.66m AHD. All boat shed construction below this level shall be resistant to inundation.

An existing two storey timber framed dwelling stands on the site above the MHW. This dwelling is occupied by the property owners.

To the south-east is residence on Lot 8 DP 21880 known as 24 Bona Crescent with its own jetty and approved boat shed, to be constructed.

To the north-west is a residence on Lot 71 DP 558694 known as 20 Bona Crescent with its own jetty & boat shed.

A detailed survey plan of the site foreshore has been prepared for the boat shed and skid ramp identifying topography, trees paths and adjacent built structures, as well as showing relevant seabed levels.

Details of the proposal are as follows:

Site area: 996m<sup>2</sup>

#### **BOAT SHED**

Ridge Height	3.3m above floor level
Wall Height	2.4m to wall plate
Storeys	1
Floor area	22m <sup>2</sup>

#### **Side Boundary Setback and Spatial separation:**

Boat shed	
South-East Lot boundary	9.0m - 1.205m
North-West Lot boundary	14.9m

Skid ramp	
South-East Lateral limit line	1.8m
North-West Lateral limit line	15.6m

#### **Site Coverage- below MHW:**

reclamation	54.8m <sup>2</sup> (Less boat shed)
jetty	41.5m <sup>2</sup>
ramp	8.9m <sup>2</sup>
pontoon	16.4m <sup>2</sup> (less ramp overlap)
boat shed	2.8m <sup>2</sup> (below DMHW)
skid ramp	<u>14.4m<sup>2</sup></u>
TOTAL	138.8m <sup>2</sup>

**The Need for the Boat shed:**

The residents of 22 Bona Crescent, Morning Bay can only access their dwelling by water and require a secure area close to the water for maintaining and servicing their commuter vessel, and storing marine equipment.

The proposed boat shed will serve the needs of the occupants in the way a garage meets many requirements of persons living on properties with direct vehicle access (i.e. properties on "the mainland").

The form of the boat shed is similar to many in the Pittwater area. The size at 22sqm floor area is less than the allowable floor area of 24sqm approved under DCP14 Pittwater Waterways Plan of Management, and now P21 DCP15.15 c) Boat sheds.

The traditional form of the low pitch skillion roof is in line with Council's DCP policy with the "ridge" at 3.3m above floor level well below the 4.5m maximum in the DCP standard. This is to be sympathetic to the landscape and in particular the neighbouring property 20 Bona Crescent.

The public access walkway along the waterfront has been maintained to allow the public to traverse to foreshore below the mean high water mark behind the existing jetty and in front of the proposed boat shed.

**Survey:**

A survey of the area of the proposed boat shed and ramp accompanies the application. The survey drawing indicates location of property boundaries, stone seawalls, built structures and trees. Spot levels and contours to AHD are shown.

**Tidal Inundation:**

A finding of the AWACS (1991) indicated that there are no significant tidal or flood gradients in Pittwater and as such all regions can adopt the same design still water level. The design still water level for a 1:100 year ARI is 1.50m AHD

Estuarine Planning Level Advice from Pittwater Council's website gives a Planning Level for Development of 2.66m AHD. The proposal sets the boat shed floor level at 1.34m AHD.

All boat shed materials below 2.66m AHD shall be flood compatible, and all electrical equipment below 2.66m AHD be waterproofed.

AWACS (1991) indicated that only the northern regions of Pittwater have been considered to be subject to significant ocean generated wave penetration. The site is located over 5 km south of Soldiers Point and is therefore considered that ocean generated waves need not be considered in the design.

In order to manage wave impacts on the boat shed and decks the foundation and floor framing designs shall be carried out by a qualified engineer with due consideration to the

impacts of waves on the structures. Piers shall be on rock.

**Marine vegetation:**

There are no seagrasses in the area of the proposed boat shed, deck and ramp.

Dept. of Primary Industries (Fisheries) have assessed the application and a letter of support the ramp and boat shed forms part of this report.

**Boat shed Construction Materials:**

The existing boat sheds in this area of Pittwater are generally light weight timber or timber framed structures, some with masonry walls against hillsides. Roofs are generally metal, some gable form, some skillion and some curved, varying in pitch. The proposed boat shed will be hardwood framed clad in painted FC weatherboards, with hardwood joinery.

The roof will be corrugated Colorbond. Access to the boat shed shall be from the existing jetty and paving, or the skid ramp.

Proposed construction;

- Floor concrete slab on concrete piers to rock
- Wall framing hardwood, cladding FC weatherboards
- Sarking to external walls
- Windows and Doors stained natural timber frames
- Roof Colorbond metal sheeting- colour “Windspray”

Skid ramp;

- Harwood framing & decking on concrete pad footings.

**Seawall:**

An existing stone seawall founded on the level bedrock below the shallow layer of sand exists forward of the MHWL by title. The top of the seawall at about 1.31m AHD is approximately 0.03m below the proposed boat shed floor level.

**Land Vegetation:**

The site is lightly covered with predominantly native vegetation with small, medium and large native trees endemic to the area. An arborist’s report supports the proposal and discusses potential impacts on trees in the area of the proposed works. One tree in fair condition with significant lean, and a trunk cavity is marked for removal and is discussed in the report.

**Bushfire Risk:**

The site is in an area with a recognised bush-fire risk. A Bushfire Risk Assessment has been prepared for the development application. The report has determined the proposed boat shed is more than 6m from the existing dwelling and therefore AS3959, 2018 does not apply as a DTS Provision. The report goes on to say no specific construction requirements have been recommended.

The whole of the site is to be managed as an Asset Protection Zone.

**Access and Services:**

Site access is via Bona Cres. or by water. The site is serviced with power and telephone. Water is from roof collection and stored on site.

Construction materials can be brought to the site by barge at high tides  
Electrical power shall be supplied to the Boat shed with all outlets above the EPL.

**Construction Methods:**

Storage area for building materials and sediment fence are shown on the Control & Waste Management Plan No.1220 - DA 013.

**Excavation:**

There is minimal excavation of the hillside for the proposed boat shed. Boat shed floor slab pier footings are to rock. Any material excavated for the boat shed shall be removed from the site by barge.

Excavation for construction shall be in accordance with the recommendations in the Geotechnical report supporting this application.

**Pittwater Waterfront Building Line:**

Acceptable structures within the Pittwater foreshore building setback line include boat sheds and skid ramps.

**Building Height- Boat shed:**

Permitted maximum ridge height:	4.5m above floor level
Proposed ridge height:	3.12m - complies
Permitted maximum wall height:	3.0m above floor level
Proposed wall height- east & west:	2.4m - complies

The height of the boat shed complies with Council's DCP P21 Section D15.15 Waterfront Development, Clause c) Boat sheds part ii "Boat sheds shall be no greater than 4.5m in building height above the platform on which it is built..."

The height of the boat shed below the MHWL is 3.85mAHD. The LEP control 4.3 Height of buildings map limits the height of buildings below the MHWL at no more than 4.0m above astronomical high tide (1.17mAHD), or 5.17mAHD. The proposed boat shed complies with this figure.

**Solar Access:**

The Boat shed will have no adverse impact on solar access to the habitable areas of the adjoining properties.

**Waste Management:**

Construction waste generated during building shall be taken to Kimbriki Tip for sorting and recycling where appropriate.

Sediment fences shall be installed prior to pier excavation works where shown on Site

Plan drawing No. 1220 - DA 013 Erosion, Sediment, Stormwater.

**Wastewater:**

No facilities generating wastewater are proposed for this boatshed.

**Storm water:**

Stormwater from the boat shed shall flow directly into Pittwater.

**Fences:**

No new fences are proposed with this application.

**SEPP RESILIENCE & HAZARDS 2021.**

The policy applies to this site.

**Chapter 2 Development on land in the coastal environment area**

**2.10(1)** The consent authority can be satisfied that the proposed works have been designed, sited and will be managed to avoid adverse impacts upon the relevant matters identified in this section of the policy.

**2.11(1)(a)** The consent authority can be satisfied that the proposed works have been designed, sited and will be managed to avoid adverse impacts upon the relevant matters identified in this section of the policy, and that the surrounding coastal and built environment has been taken into account with regard to the bulk, scale and size of the proposed development.

**2.12** The proposed development is not likely to cause increased risk of coastal hazards on the land or other land.

**Chapter 4**

**4.6(1)(a)** The existing site has been used for residential purposes with no known prior uses. Council can be reasonable satisfied that there is no contamination risk, subject to suitable conditions relating to demolition/removal of structural items.

Overall the proposed development is consistent with the relevant provisions of SEPP (Resilience & Hazards).

**STEPHEN CROSBY**