STATEMENT OF ENVIRONMENTAL EFFECTS

Statement of environmental effects for:
Boat shed with access decking, skid ramp & sliprails, jetty, ramp and pontoon and berthing piles at Scotland Island

Date: 2nd February 2020

Address: 121 Florence Tce. Scotland Island,
NSW 2105
Lot 58 DP 12749

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

For: S & C Towers

Planning documents;

- PLEP 2014
- DCP Pittwater 21
- SEPP Coastal Management

The Application;

The application is for construction of a new replacement boat shed with waterfront access decking, skid ramp and slip rails partially on freehold land at 121 Florence Tce. Scotland Island. The application also includes a replacement jetty with ramp, pontoon and berthing piles for a 9m x 5m berthing area.

The proposal is set out in the drawings prepared by Stephen Crosby & Associates Pty. Ltd.-

2128- DA 01 Site Plan
2128- DA 02 Section
2128- DA 03 Boat Shed Plan & Elevations

Site survey drawing prepared by Waterview Surveying, Ref 814detail 1

Arborist's Report prepared by Julia Stanton dated January 2020

Geotech Report and Forms 1 & 1a prepared by Ascent Geotechnical Consultants Ref. No. AG 19236 dated 2oth December 2019

Bushfire Risk Assessment prepared by Planning for Bushfire Protection, Ref. 1368 dated 20/12/2019

Marine Habitat Survey prepared by Waterfront Surveys dated 30 July 2018

Coastal Engineering Report prepared by Cardno P/L Ref. AWE200146/L001:PDT dated 3 February 2020

Estuarine Planning Level advice dated 20 September 2018 (Email)- Northern Beaches Council.

Crown Lands LOC letter, with stamped plans.

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

NSW RMS Maritime Division letter of support, with stamped plans.

Site: 121 Florence Tce. Scotland Island, Lot 58 DP 12749.

This property is only accessible by water.

The site is located on the south-eastern side of Scotland Island south of Eastern Wharf. The site rises at an average grade of 35degs from a levelled area behind a stone seawall behind the Mean High Water Mark (MHWM by Title). The site contains a jetty and some decking and a small boat shed at present. The existing jetty, boat shed and slip rails are to be replaced.

The estuarine planning level advice sets a level of 2.69m AHD. All construction below this level shall be resistant to inundation.

An existing timber framed dwelling stands behind the foreshore building set back line.

The estuarine planning level advice sets a level of 2.69m AHD. All construction below this level shall be resistant to inundation.

The proposal includes the removal of the existing old boat shed, and construction of a new boat shed with a floor level of 1.85m AHD, above the existing concrete paving and partially on freehold land above the mean high water mark. The boat shed will be supported with a new timber skid ramp accessing the boat shed and replaced slip rails to a boat service area alongside and above the MHWM.

To the north-east is residence known as 119 Florence Tce. on Lot 4 DP 1063057 with its own seawall, reclamation and jetty.

To the south-west is a residence known as 123 Florence Tce. on Lot 3 DP 1063057 with its own boat shed & jetty.

A detailed survey plan of the site has been prepared for the boat shed identifying topography, trees, paths and adjacent built structures.

Details of the proposal are as follows:
Site area; 868m2 (approximate)

BOAT SHED

Ridge Height	3.6m above floor level
Wall Height	3.0m to wall plate
Storeys	1
Floor area	24m2

Setbacks- Boatshed

North-east lot boundary	5.6m
South-west lot boundary	3.1m

Setbacks- Jetty & pontoon

North-east lateral limit line	9.6m
South-west lateral limit line	4.0m

Setbacks- Berthing area

North-east lateral limit line	5.6m
South-west lateral limit line	2.0m

Site Coverage:

Site area; 868m2

Existing boat shed, to be demolished 6.5m2

8.5 sqm of additional building is added to the site cover having minimal impact.

The Need for the Boatshed:

The residents of 121 Florence Tce. Scotland Island 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 Boatshed 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 Boatshed is similar to many in the Pittwater area. The size at 24sqm floor area is compatible with the traditional structures approved under DCP14 Pittwater Waterways Plan of Management, and now P21 DCP15.15 c) Boatsheds.

The simple low pitched gable roof minimises the scale of the structure without unduly impacting the functional requirements of the building. In line with Council's DCP D15.15 planning control the ridge is below 4.5m above floor level and complies with the design standard.

The existing access deck provides for the public to traverse to foreshore below the mean high water mark past the jetty and connecting with the neighbouring properties to the north-east and south-west with the Eastern and Carols Public Wharves.

The Need for the jetty and pontoon:

The residents of 121 Florence Tce. Scotland Island can only access their dwelling by water and require place to tie up their commuter boat as berthing is not available at any public wharf due to the demand from non-waterfront properties. At present the occupants must tie their boat to a block on the seabed to keep it off the existing jetty, and climb on and off the bow of their commuter craft. This is an unsafe practice and a pontoon is the preferred option.

The Coastal Engineering report prepared by Cardno for this application and found the predicted wave height could be 1.5m. Because this property is only accessible by water the method of access need to be able to cope with all conditions. Waves even half this height can have a significant effect on the stability of a small pontoon and for this reason the proposal includes a pontoon of 5.0m x 3.0m. This has been supported by Fisheries NSW in their assessment letter.

The application includes a berthing area that can accommodate a commuter boat, and for short periods, allow the owners' 30ft cabin cruiser to dock alongside the pontoon.

Fisheries NSW have reviewed the proposal and determined that as there is no seagrass present in the vicinity a pontoon. A letter from Fisheries NSW supports this application.

NSW Roads & Maritime Services have been consulted and they have stated there are no navigation concerns with this proposal. A letter from RMS accompanies this application.

The public access walkway along the waterfront would remain unaffected by the jetty.

Survey:

A survey of the area of the proposed boat shed and jetty structures accompanies the application. The survey drawing indicates location of property boundaries, stone seawalls built structures and trees. Spot levels 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 2.69 AHD. The proposal sets the boatshed floor level at 1.85m AHD.

All boat shed materials below 2.69m AHD shall be flood compatible, and all internal electrical equipment below 2.85m AHD (1m above floor level) shall be waterproofed in accordance with the report by Cardno. External light fittings shall be 1.5m above boat shed floor level.

AWACS (1991) indicated that only the northern regions of Pittwater have been considered to be subject to significant ocean generated wave penetration. The site has been assessed for wave and tidal impacts in a report prepared by Cardno Pty Ltd. The report assesses vertical and horizontal impact forces and further recommends interior power supplies be located 1.0m above floor level- 1.85mAHD, and exterior fittings 1.5m above floor level.

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 as set out in the Cardno report dated 3 February 2020 submitted with this application. Piers shall be on rock.

Marine vegetation:

A marine vegetation report was commissioned for the proposal and it found "There was no seagrass in the footprint of the proposed jetty, ramp, pontoon or berthing area. No Posidonia was observed in the survey area."

Boat shed Construction Materials:

The existing boatsheds 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 dark "charred" weatherboards, with hardwood

joinery and decking. The form, materials and colouring of the boat shed shall match in with other boat sheds in the vicinity.

The roof will be "Zink Sheet" profile Colorbond. Access to the boat shed shall be from the raised deck built over the existing reclamation.

Proposed construction:
- Sub-floor piers- concrete piers
- Bearers and joists hardwood timber
- Wall cladding timber shiplap boarding
- Sarking to external walls
- Windows and Doors stained natural timber frames or black aluminium frames
- Roof Colorbond metal sheeting- colour mid grey "Zinc".

Seawall:

An existing stone seawall founded on the level bedrock below the shallow layer of sand exists forward of the MHWM by title. The top of the seawall is approximately 0.5m below the new deck level.

Land Vegetation:

The site is covered with predominantly native vegetation with small, medium and large native trees endemic to the area. Species include *Corymbia maculata* (Spotted Gum) and their location is shown on the survey drawing.

12 existing trees are located within 5m of the proposed boat shed development. 4 small trees (Trees 5,6,7 & 8) are proposed to be removed to accommodate the new boat shed. Refer to the Arborist's report accompanying this application for details on the trees potentially affected by the proposal.

Bushfire Risk:

The site is in an area with a recognised bush-fire risk. Scotland Island is serviced by a Rural Fire Service Brigade based nearby in Kevin Avenue.

A separate report has been prepared by Planning for Bushfire Protection identifying the bushfire risk to this site and appropriate protection measures. The report notes the boatshed is more than 10m from the existing dwelling.

The report's recommendations are:
1. Construction Standard- no specific construction requirements
2. Asset Protection Zone- effective over the entire property

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

Access and Services:

Site access is via Florence Tce 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 Boatshed.

Construction Methods:

Storage areas for building materials and sediment control barriers are shown on the Site Plan No.2128- DA 03.

Excavation:

Excavation of the hillside is proposed for the access behind the boat shed and to accommodate a small rainwater tank. This work shall be carried out in accordance with the recommendations in the Geotechnical Report submitted with the application.

Boat shed pier footings are in rock with minimal excavation. Any material excavated for the boat shed works shall be removed from the site.

Side Boundary Setback and Spatial separation- Boat shed:

The side boundary clearance for the north-eastern lot boundary with No.119 is 5.6m.

The side boundary clearance for the south-western lot boundary with No.123 is 3.1m.

This complies with DCP Pittwater 21 clearances for buildings of 1.0m and 2.5m for boundary clearances.

Pittwater Waterfront Building Line:

Acceptable structures within the Pittwater building line include boat sheds.

Building Height- Boat sheds PDCP D15.15:

Permitted maximum ridge height;	4.5m above floor level
Proposed ridge height;	3.6m - complies
Permitted maximum wall height;	3.0m above floor level
Proposed wall height- north;	3.0m - complies.

Building Height- Boat sheds PLEP 2014:

Permitted maximum ridge height:	5.17m AHD being 4.0m above 1.17m AHD- Highest Astronomical Tide Level
Proposed ridge height:	5.45m AHD- exceeds height limit by 0.28m, 7%

A Clause 4.6 Objection has been lodged concurrently with the Development Application to justify the 280mm non-compliance with the PLEP height limit for structures below the MHWM.

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. 2128 - DA 01.

Storm water:

Stormwater from the boat shed shall be collected in a tank behind the boat shed with an overflow directly into Pittwater.

Fences:

No new fences are proposed with this application.

SEPP COASTAL MANAGEMENT 2018

The policy applies to this site.

Division 3 Coastal environment area

(1) (a) The new boat shed shall have no adverse impact on the integrity and resilience of the biophysical, hydrological and ecological environment.
(b) The size, bulk and scale of the proposed boat shed is in keeping with similar structures on the foreshore of Pittwater
(c) N/A
(d) N/A
(e) Access There are no changes to foreshore public access with this proposal.
(**f)** No impact envisaged.
(g) N/A

(2) (a) The new boat shed shall have no adverse impact as above.
(b) The proposal has been designed to minimise impacts on the natural environment.
(c) N/A

(3) N/A

Division 4 Coastal use area

(1) (a) (i) Public access along the foreshore is unchanged 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 proposed boat shed are in keeping with similar structures on the foreshore of Pittwater.

(2) N/A

Division 5 General

15 No increase to coastal hazards, refer Cardno Report submitted with the application
16 Consent authority to consider.
17 Consent authority

18 N/A

STEPHEN CROSBY