

STATEMENT OF ENVIRONMENTAL EFFECTS

Statement of environmental effects for:

Replacement of existing jetty, ramp
& pontoon, and two berthing area.
New seawalls with minor reclamation
to create foreshore walkway.
Lovett Bay, Pittwater, NSW

Date: 26th June 2023

Address: 14 & 15 The Chase, Lovett Bay, Pittwater
NSW 2105
Lots 3 & 4 DP 22826

Prepared By: Stephen Crosby & Associates Pty. Ltd.
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For: B. Messerle & E. Curry-Hyde

Planning documents:

- PLEP 2014
- PDCP 21
- SEPP Coastal Management

The Application:

The application is to replace the existing jetty with a new shared jetty of similar length, but oriented away from the adjoining jetty to improve navigation in and out of the berthing areas at both jetties. The new pontoon shall be swung 90 degrees to align with the jetty reducing overall width and further improving navigational space between pontoons.

The application also includes realigning the seawall along the foreshore walkway to improve access to the jetty from No's 13 and 14 The Chase to the south.

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

2081-DA 01B Site Plan,
2081-DA 02 Sections

Additional supporting documents:

Site survey drawing prepared by Adam Clerke Surveyors,
Ref 27900D covering the foreshore & jetty area.

Aquatic Ecology Survey & Assessment prepared by Marine Pollution Research dated 3 March 2022.

ASS report prepared by Marine Pollution Research dated 30 May 2023.

Geotechnical Report prepared by Ascent Geo dated 4 May 2023.

Tree Assessment prepared by Julia Stanton, Syncarpia Vegetation Management, dated June 2023.

Coastal Engineering Risk Assessment prepared by Stantec (Cardno) dated 27 June 2023.

LOC Letter from Crown Lands dated 18 April 2023 with stamped Plan.

Letter of support from DPI Fisheries dated 6 June 2022, with stamped Plan.

Letter of support from Transport for NSW (Maritime) dated 30th March 2022, with stamped Plan.

Site: 14 & 15 The Chase, Lovett Bay, NSW 2105.

The site is located at the north-western end of Little Lovett Bay on the western side of Pittwater. The site rises at grade from a rough stone seawall seaward of the Mean High Water Mark (MHW by Title). The property known as No.15 The Chase (Lot 4) contains a boat shed above the Mean High Water Mark, with a residence above the boat shed. The site has an existing old timber jetty with ramp & pontoon, proposed to be replaced with this Development Application. There is also a waterfront access track with intermittent stone seawalls subject to a concurrent BIC application. This track and associated seawalls are proposed to be upgraded under this DA.

The adjoining property to the south-west known as No.14 (Lot 3) is a vacant site with stone seawalls either side of an intermittent watercourse entering Lovett Bay roughly in the centre of the site.

To the south-west of Lot 3 are Lots 21 and 22 DP 531637, known as 12 & 13 The Chase.

To the north-east is a residential property Lot 5 DP 22826, known as 16 The Chase with its own boat shed, jetty, ramp, & pontoon.

A detailed survey plan of waterfront and jetty area has been prepared for the proposal identifying waterfront structures, the existing jetty, as well as showing adjacent structures.

Proposal:

The proposed works comprise the complete removal of the existing timber jetty with ramp and pontoon, and replacement with a new timber jetty, sea stairs, and ramp and pontoon with 2 stabilising piles. The jetty incorporates a garbage and recycling bin storage area for the weekly collection of waste by Council's marine contractors.

There will be two berthing areas alongside the pontoon. The pontoon's size is to provide a stable platform at all times for these water access only sites. Wave forces can impact the pontoon as the site is exposed to waves from the south-east that can become significant in strong wind events.

The berthing areas for the owners' commuter vessels are located alongside the pontoon.

The proposed structures are similar in nature and scale to jetties and berths in this part of Pittwater.

Details of the proposed reclamation, jetty, ramp, pontoon and berthing area are:

No. 14 Lot 3		Areas
Seawalls total length	22.6 m	
Reclamation total area		41.50 m ²
No. 15 Lot 4		
Seawall length	26.0 m	
Reclamation		13.10 m ²

Length of jetty	58.0 m	
Width of jetty	1.8 m	= 104.00 m ²
Seat/waste bin store	4.4 m x 0.6 m	= 2.64 m ²
Ramp	5.2 m x 1.4 m	= 7.28 m ²
Pontoon	4.0 m x 5.6 m	= 22.40 m ² - with 2 stabilising piles
Berthing areas x 2	6.0 m x 3.0 m	= 36.00 m ²
Jetty steps	1.2 m x 1.4 m	= 1.68 m ²
Access steps	1.2 m x 1.1 m	= 1.32 m ²
Total area No.15 Lot 4		188.42 m ²
Total area No's 14 & 15		229.92 m ²

The overall length of the new jetty and ramp is similar to the existing jetty, with the new pontoon rotated 90 degrees and extending further into deeper water.

Construction Materials:

The existing jetty head is constructed with sleeved timber piles and hardwood framing similar to others in this area of Pittwater. The jetty decking will be hardwood for the first 19m from the MHWL then mesh decking to allow for light penetration to the seafloor below to aid native seagrass growth, as required by DPI Fisheries in their letter supporting the proposal. The ramp will have similar mesh decking. The pontoon shall have a timber deck on plastic floats.

The existing sandstone seawalls around the head of the bay will be repaired as necessary and modified either side of the small creek outlet in the centre of No. 14 (Lot 3), and along the MHWL of No.15 (Lot 4) to improve foreshore access around the bay.

Survey:

A survey of the site and neighbouring area shows foreshore features, the mean high water mark (MHWL), seabed contours and spot levels and marine structures (with levels noted).

Navigation of Commuter and Commercial Vessels:

The proposed new jetty and berthing areas will not impede water traffic passing around the head of Lovett Bay in Pittwater. The outermost corner of the proposed pontoon is behind the Navigation Limit Line, and Transport for NSW (Maritime) in their letter of support for the proposal state "there are no navigation concerns regarding the proposal".

There are many vessels moored seaward of the proposed jetty restricting movement and therefore limiting any likely impact on navigation in the area.

Ecological considerations:

An Aquatic Ecology Survey & Assessment of the site was carried out by Marine Pollution Research in March 2022 and submitted to DPI Fisheries with the proposal for their consideration. In their response letter dated 5th June 2022 Fisheries states, "DPI Fisheries has reviewed the proposal and has no objections provided that, "The seat (waste bin store) on the jetty must not be located over seagrass" and "The outer half of the jetty and the

ramp must be decked in mesh". These requests have been adopted into the Plans of the proposed works.

DPI Fisheries has determined the proposal is Integrated Development and has asked to be notified by Council at DA stage. A copy of this letter is submitted with the application.

Aboriginal Impact considerations:

A Tree Assessment of potential impact on trees within 5m of any of the proposed works has been prepared by Syncarpia Vegetation Management and supports the application. The report determined there is no threat to the existing native trees, but recommends tree protection measures for some nominated trees. These protection measures shall be undertaken. No trees are required to be removed for the works.

Estuarine Hazard Assessment:

A Coastal Engineering Risk Assessment of the site was carried out by Stantec (ex Cardno) and the recommendations in the report shall be followed.

ASS considerations:

An acid Sulphate Soils Assessment of the site was carried out by Marine Pollution Research and their recommendations for demolition and construction works shall be followed.

Visual considerations:

The shoreline of Lovett Bay where this site is located is characterised by jetties of similar size and character to the one proposed here. All these jetties have berthing areas to one side or the other of the jetty and its pontoon.

Access and Services:

This is a water access only site and jetty materials shall be brought by barge to the site. The site is serviced with power from The Chase. This improves vessel berthing navigation and waterfront jetty access for both sites.

Spatial separation:

The proposed pontoon has been moved from 2.8m to 5.1m from the neighbouring pontoon to the east, at No.16 The Chase.

This improves berthing navigation for both sites.

Pittwater Waterfront Building Line:

Acceptable structures within the Pittwater Foreshore Building Line include seawalls, jetties, ramps and pontoons, and berthing areas.

Access and Services:

Site access is via The Chase or by water. The site is serviced with power and water. Construction materials can be brought to the site by barge at all tides.

Construction Methods:

Storage areas for building materials shall be on the foreshore reclaimed area and on the work barge.

Excavation:

There is minimal excavation with this proposal, clearing of sand to bedrock for the seawall works. Jetty piles shall be slotted into holes drilled into the rock seabed and driven into the outer sand seabed. Excavation works shall follow the guidelines in the ASS report.

Solar Access:

The jetty will have no adverse impact on solar access to the habitable areas of the adjoining properties. Jetty and ramp decking shall be mesh where native seagrass is present in the area.

Waste Management:

Waste from the demolition of the existing wharf structures, and the new construction shall be taken by barge to Cargo Wharf at Church Point and trucked to Kimbriki Tip for sorting and disposal. A Waste Management Plan is submitted with the Development Application.

Storm water:

No stormwater issues shall result from this proposal.

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 replacement of the jetty, ramp and pontoon, and the berthing areas, and modification to the seawalls around the head of the bay 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 private wharf structures 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 greatly improved with this proposal.
 - (f) No impact envisaged.
 - (g) N/A
- (2)
 - (a) The jetty, ramp and pontoon, and berthing area, 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 improved 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 jetty structures 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