

STATEMENT OF ENVIRONMENTAL EFFECTS

Statement of environmental effects for:

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

Date: 1st June 2022

Address: 5-7 Richard Rd. Scotland Island
NSW 2105.
Lots 47 & 48 DP 12749.

Prepared By: Stephen Crosby & Associates Pty. Ltd,
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For: J. & M. Marshall and C. Richter

Planning documents:

- DCP Pittwater 21
- PLEP 2014
- SEPP Coastal Management

The Application:

The application is for a new boat shed and skid ramp partially on Crown Land at No.5 Richard Road, Scotland Island, with a public access walkway deck and steps on Crown Land below the Mean High Water Mark, and extensions to the existing shared jetty with No.7 Richard Road.

The jetty addition and boat shed proposal are set out in plans prepared by Stephen Crosby & Associates Pty. Ltd.- comprising the following drawings:

2151-DA 01	Site Plan
2151-DA 02	Boat Shed Floor Plan
2151-DA 03	Section & Elevations

Additional supporting documents:

Site survey drawing Prepared by CMS Surveying, Ref 9948A detail covering both sites foreshore & jetty area.

Estuarine Planning Level advice from Northern Beaches Council.

Clause 4.6 Variation Request to Clause 4.3 Height of Buildings control prepared by Stephen Crosby & Associates.

Geotechnical Report and Form 1 prepared by Ascent Geo dated 27 April 2022.

Estuarine Risk Management Report prepared by Salients dated 24/05/22.

Bushfire Risk Assessment prepared by Bush Fire Planning Services dated 26/04/22.

Aquatic Ecology Assessment prepared by Marine Pollution Research dated 22/09/21.

Acid Sulphate Soils Report prepared by Marine Pollution Research dated 01/06/22.

Land Owners Consent letter and Stamped Plans from Crown Lands dated 29/03/22.

DPI Fisheries Consent dated 3/11/21.

TfNSW Maritime Consent dated 8/10/21.

Waste Management Plan.

Site: 5 Richard Rd. Scotland Island, Lot 48 DP 12749, and
7 Richard Rd. Scotland Island, Lot 46 DP 12749.

These properties are only accessible by water.

The sites are located on the southern side of Scotland Island immediately west of Carols (Public) Wharf. The sites rise at a grade of 30deg from a levelled area behind stone seawalls on, or just seaward of, the Mean High Water Mark (MHW by Title). The sites contain no boat sheds at present. The sites share an existing jetty, which is located on the common boundary.

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

Existing two storey timber framed dwellings stand on both sites above the MHW. The dwellings are permanently occupied by the applicants.

To the south-east of No.5 is residence on Lot 49 DP 12749 known as 3 Richard Rd. with its own seawall, boat shed and jetty.

To the north-west of No.7 is a residence known as No.9 Richard Rd. on Lot 46 DP 12749 with its own seawall, boat shed and skid ramp, and jetty.

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

Details of the boat shed proposal for No.5 are as follows:

Site area: 720.8m²

BOAT SHED

Ridge Height	4.5m above floor level
Wall Height	3.0m to wall plate
Storeys	1
Floor area	24m ²

Setbacks- Boat shed access decking

South-East Lateral limit line 4.0m

North-West Lateral limit line 3.7m (centre line of shared jetty)

Details of the shared jetty extension proposal for Nos.5 & 7 are as follows:

JETTY

Deck level	1.35m AHD
Jetty width	1.4m widening to 3.8m for two sets of sea stairs
Additional length	11.6m
Sea stairs	2.8m x 1.2m two sets
Total jetty length	47.3m

Site Coverage- Boat shed:

Site area:	720.8m ²
Permissible site cover	29% = 209m ²
Hard landscape	6% = 43m ²
Total site cover	252m ²

Existing	dwelling	167m ²
	decks	77m ²
	boat shed	4m ² above the MHW
	TOTAL	248m ² complies

The Need for the Boat shed:

The residents of No.5 Richard Rd. 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 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 24sqm floor area is compatible with the traditional structures approved under DCP14 Pittwater Waterways Plan of Management, and now P21 DCP15.15 c) Boat sheds.

The simple gable roof is in line with Council's DCP policy with the "ridge" at 4.5m above floor level and within the DCP standard.

The proposed public access walkway and steps have been provided to allow the public to traverse to foreshore below the mean high water mark past the existing jetty and proposed boat shed.

The Need for the Jetty Extension:

The residents of No.5 & No.7 Richard Rd. Scotland Island can only access their dwellings by water and require a place to secure their commuter vessels at both high and low tides. Extending the jetty increases the water depth by 400mm from a seabed level of -0.5m to -0.9m. TfNSW Maritime have assessed the proposal and support the application seeing no navigation issues.

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 is 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 2.69m AHD. The proposal sets the boatshed floor level at 1.65m AHD to take into account waves generated from the S-E in strong wind conditions.

All boat shed materials below 2.69m AHD shall be flood compatible.

AWACS (1991) indicated that only the northern regions of Pittwater have been considered to be subject to significant ocean generated wave penetration. The site on the southern side of Scotland Island is located over 6 km south of Soldiers Point and is therefore considered that ocean generated waves need not be considered in the design.

A Coastal Engineering Assessment of the site has been made by Salients and the design loading advice in the report shall be used in the structural design of the boat shed.

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 boatshed, deck and ramp. A Marine Ecology report was prepared for DPI Fisheries who have assessed the site and support the jetty addition, ramp, decking and boat shed. Fisheries note the application is Integrated Development.

Geotechnical assessment:

There is only minor in-ground works with this proposal to install jetty piles and boat shed and skid ramp piles. A Geotechnical assessment by Ascent Geo of the site and the proposed works supports the application.

Acid sulphate soils:

There is only minor works in the seabed with this application to remove and install new jetty piles, and boat shed and skid piles and footings. An ASS report supports the application. Site management recommendations in the report will form part of the CEMP.

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 boatshed will be hardwood framed clad in painted FC weatherboards, with hardwood joinery and decking. The form, materials and colouring of the boat shed shall compliment the dwelling on the site.

A Schedule of External Finishes and Colours is submitted with the application.

The roof will be corrugated Colorbond. Access to the boat shed shall be from the existing shared jetty or using the small surrounding access deck, or the skid ramp.

Proposed construction;

- Sub-floor piers- concrete piers- pinned to the bedrock
- Bearers and joists hardwood timber- bolted to the piers
- Wall cladding FC sheeting above timber weatherboards
- Sarking to external walls
- Windows and Doors stained natural timber frames
- Roof Colorbond metal sheeting

Construction shall meet the anticipated forces in the Coastal Engineering report supporting this application.

Seawall:

An existing stone seawall founded on the level bedrock below the shallow layer of sand exists straddling the MHWL by title. The top of the seawall at about 1.55m AHD is approximately 0.1m 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. Species include *Corymbia maculata* (Spotted Gum) and their location is shown on the survey drawing.

There are no trees located within 5m of the proposed boat shed, decking or skid ramp. The nearest tree of any species is over 6m from the proposed works, therefore no Arborist's report has been prepared for this application.

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. The proposed boat shed is more than 10m from the existing dwelling and therefore AS3959, 2009 does not apply as a DTS Provision.

A Bushfire Risk Assessment of the site and proposed works supports the application. Recommendations contained in the report shall be adopted for the construction of the boat shed, and maintenance of the site.

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

Access and Services:

Site access is via Richard Rd. 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 in accordance with the recommendations of Council's Estuarine Planning Level.

Construction Methods:

Storage areas for building materials and sediment control barriers are shown on the Site Plan No.2151 - DA 01.

Excavation:

There is minimal excavation with this proposal. No excavation of the hillside is proposed. Boat shed pier footings are in rock with minimal excavation. Any material excavated for the boat shed shall be removed from the site. Excavation shall follow the advice in the Marine ecology and ASS reports prepared by marine Pollution research.

Side Boundary Setback and Spatial separation- Boat shed:

The side boundary clearance for the south-eastern lateral limit line with Lot 49 is 4.0m.

The side boundary clearance for the north-western lateral limit line with Lot 47 is 3.7m.

This complies with DCP Pittwater 21 clearances for marine structures of 2.0m minimum from lateral limit lines.

Pittwater Waterfront Building Line:

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

Building Height- Boat shed:

Permitted maximum ridge height:	4.5m above floor level
Proposed ridge height:	4.5m - complies
Permitted maximum wall height:	3.0m above floor level
Proposed wall height- east & west:	3.0m - 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..." However, 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 (1.17mAH), or 5.17mAH. The proposed boat shed height exceeds this figure and a Clause 4.6 Variation request has been submitted supporting this proposal.

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. Waste generated by the works shall be dealt with as set out in the Waste Management Plan supporting the development application.

Sediment fences shall be installed prior to pier excavation works where shown on Site Plan drawing No. 2151 - DA 01.

Wastewater:

No facilities generating wastewater are proposed for this boat shed.

Storm water:

Stormwater from the boat shed shall flow 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 construction of the boat shed and skid ramp, and jetty extension, 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 boat shed are in keeping with others on the foreshore of Pittwater. The length of the proposed jetty matches the neighbouring jetty to the south-east. Coastal processes are unaffected.
(c) N/A
(d) N/A
(e) **Access** Foreshore public access is maintained with a walkway and steps around the boat shed with this proposal.
(f) No impact envisaged.
(g) N/A
- (2) (a) The boat shed, skid ramp and jetty extension 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