

STATEMENT OF ENVIRONMENTAL EFFECTS

Statement of environmental effects for:

Demolition of existing jetty, ramp & pontoon, construction of a new jetty, ramp and pontoon with 4 piles and berthing area with 2 piles.
Winji-Jimmi Bay, Pittwater, NSW

Date: 9th June 2025

Address: 22 Rednal street, Mona Vale 2103
Lot 2 DP 224548

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

For: A. Saddington

Planning documents:

- LEP 2014
- DCP Pittwater 21
- SEPP Resilience & Hazards
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The Application:

The application is for the removal of the existing jetty, ramp and pontoon and construction of a new jetty with ramp and pontoon with 4 stabilising piles, and a berthing area with 2 berthing piles below the Mean High Water Mark adjacent to Lot B DP 164396, known as 22 Rednal Street, Mona Vale.

The proposed jetty structures and berthing area are shown on drawings 2035 - DA01 Site Plan & Section prepared by Stephen Crosby & Associates Pty. Ltd. dated April 2025.

A Site Survey Plan Project No. 2028Detail 1 - 2 prepared by Waterview Surveying Services Pty Ltd shows the existing jetty, ramp, pontoon and berthing and piles, and neighbouring waterfront structures.

Site: Lot B DP 164936, known as 22 Rednal Street, Mona Vale.

The site is located on the western shore of Winji-Jimmi Bay at the southern end of Pittwater. The site is a level area behind a just forward of the Mean High Water Mark (MHW by Title). This seawall and levelled area have been in existence for many years.

The site contains a residence above the MHW (by title).

To the south is Lot 3 DP 560884 known as 24 Rednal Street with its own jetty, ramp, pontoon and berthing area.

To the north is Lot 2 DP 224548 known as 20 Rednal Street Mona Vale with its own jetty, ramp and extended pontoon with multiple berthing area.

PROPOSED STRUCTURES:**PONTOON**

Width	2.4m
Length	7.0m

RAMP

Width	1.2m
Length	6.0m

BERTHING AREA

Width	5.0m
Length	9.0m

The Need for the replacement jetty, ramp and pontoon, and berthing area:

The residents of 22 Rednal Street require place to berth their recreational vessel as swing moorings not available in this small bay at the end of Pittwater. The existing old jetty, ramp and pontoon need replacing and the modified design brings the berthing area into deeper water whilst staying outside navigation channel through this bay.

DPI Fisheries NSW have assessed the area for the new jetty, ramp, pontoon and berthing area design and determined that as there is no dredging, reclamation, harm to marine vegetation or blockage of fish passage Fisheries has no objections and does not consider the proposal Integrated Development. A letter from DPI Fisheries NSW supports this application.

Transport for NSW (Maritime Services) have been consulted and they have stated there are no navigation concerns with this proposal. A letter from TfNSW accompanies this application.

Crown Lands have assessed the proposal and issued Land Owners Consent for the Development Application.

Berthing areas:

Planning controls for Berthing Areas are set out in Pittwater DCP 21 Clause D15.15 b) Berthing Areas. Maximum berthing area size is 45m², the berth applied for with this application 4.5m x 9.0m, 45m², complying with the DCP, and has been moved inshore further out of the navigation channel through the bay.

Survey:

A survey of the area shows the seawall, jetty, ramp and pontoon, as well as the existing berthing piles in the area.

Pittwater Waterfront Building Line:

Acceptable structures within the Pittwater building line include jetties, ramps, pontoons and berthing areas.

Jetty Construction Materials:

The jetty and ramp shall be constructed with timber piles and hardwood framing and timber decking similar to others in this area of the Pittwater.

Construction waste shall be dealt with as set out in the Waste Management Plan supporting this application.

Construction Methods:

Storage areas for building materials shall be on the work barge.

Excavation:

There is no excavation proposed with this Development application as all piles will be driven into the silt seabed.

Solar Access:

The proposed works 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 by barge to Kimbriki Tip or similar facility for sorting and recycling where appropriate. A Waste management Plan is lodged with the Development Application.

Storm water:

No stormwater issues shall result from this proposal.

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 reasonably 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