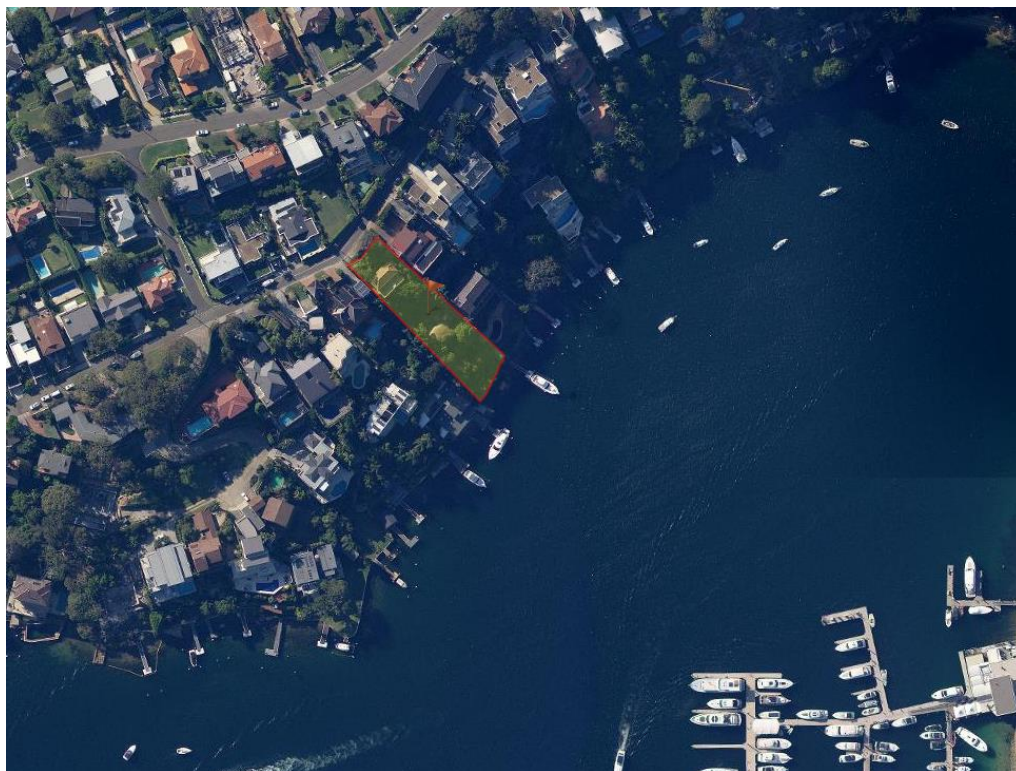




11 SEAFORTH CRESCENT, SEAFORTH

**STATEMENT OF ENVIRONMENTAL EFFECTS FOR
UPGRADES TO EXISTING MARITIME STRUCTURES**



Report prepared for
Gold Architects
August 2021

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1.0 Introduction

- 1.1 This is a statement of environmental effects for construction and repair of maritime structures.
- 1.2 The report describes how the application addresses and satisfies the objectives and standards of Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 and associated Development Control Plan, Manly Local Environmental Plan 2013, the Manly Development Control Plan and the heads of consideration listed in Section 4,15 of the Environmental Planning and Assessment Act 1979 (as amended).
- 1.3 This statement of environmental effects has been prepared with reference to the following:
- Site visit
 - Permission to Lodge provided by Roads and Maritime Services dated 27 May 2021
 - Development Plans prepared by Gold Architects
 - Hydrographic survey prepared by Hydrographic & Cadastral Survey Pty Ltd
- 1.4 The proposed development is fully compliant with the requirements of the SEPP and is appropriate in its visual and environmental impacts on the harbour and the foreshore.

2.0 The site and its locality

- 2.1 The site is known as 11 Seaforth Crescent, Seaforth. It is located on the southwestern side of Seaforth Crescent, approximately 80 metres east of its intersection with Ashton Avenue.
- 2.2 The site is located on the foreshores of Middle Harbour west of The Spit, and comprises a dwelling and dilapidated foreshore structures including a slipway, boatshed and swimming enclosure. The existing works sit within an unkept landscape which slopes steeply from Seaforth Crescent to the harbour.
- 2.3 The site is surrounded by lots developed in a similar manner with detached dwellings set within landscaped grounds. Many of the waterfront premises also have similar private landing facilities available to the sites as can be seen in the aerial photos below.



Figure 1. The site and it's immediate surrounds

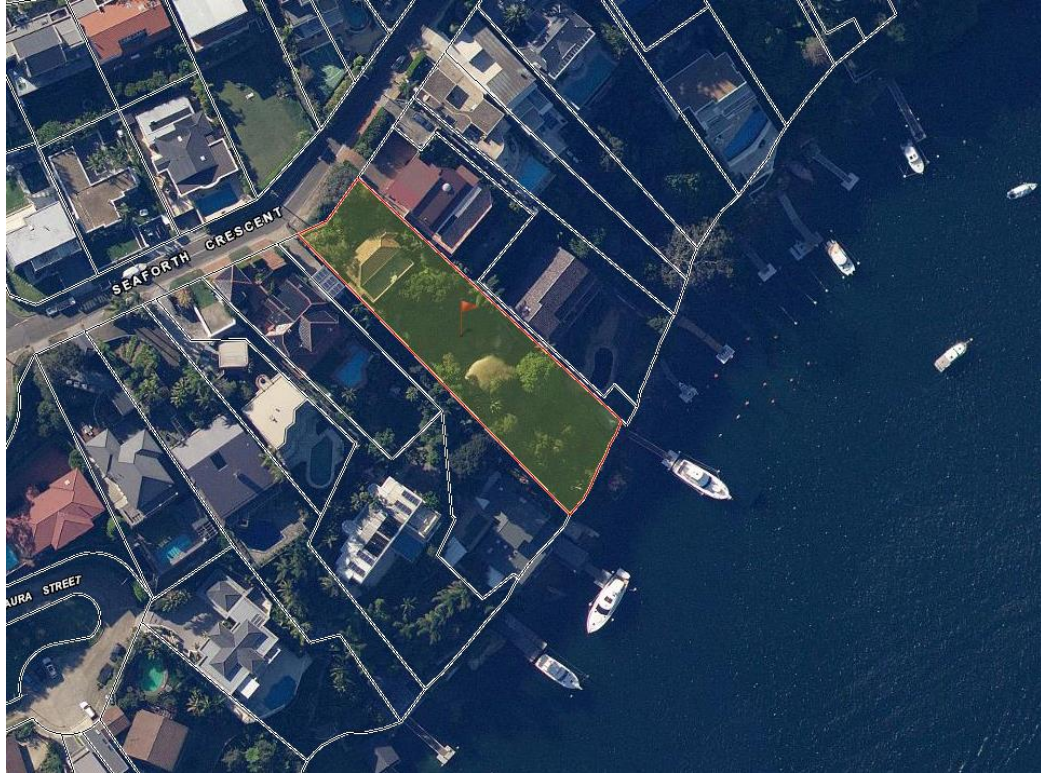


Figure 2. Aerial photograph of the site and its surrounds



Figure 3. Aerial photo of the subject site and its immediate environment

3. Proposed Development

3.1 The proposed works include:

1. Construct a new slipway (previous slipway has been removed)
2. Demolish existing dilapidated stone boatshed
3. Construct new timber boatshed
4. Repair the walls of the existing swimming enclosure including mesh
5. Repair boat ramp

3.2 The existing structures are appropriately located to best allow access to the waterway for a vessel from the site and replacement will be in the same location. The works are required as existing structures are dilapidated and a Breach of Lease has been issued by RMS with regard to maintenance and repairs.



Figure 4. Existing boatshed, ramp, swimming enclosure & slipway viewed from waterway



Figure 5. Existing boatshed and swimming enclosure viewed from the site



Figure 6. Location of slipway on boundary evident

4. Statutory Framework

4.1 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The site is zoned W6- Scenic Waters Active Use under Sydney Regional Environmental Plan (SREP) Sydney Harbour Catchment 2005 and the existing works are permissible in this zone.



Figure 7. Extract from SREP zoning Map

Division 1 Development Control

The proposed development complies with the objectives of Zone W6 Scenic Waters Active Use in the following manner:

ITEM	Does it comply
<i>To allow a range of public and private water-dependent development close to shore only where it can be demonstrated that such development minimises alienation of waters in this zone from public use and is not constrained by shallow water depth, navigational conflicts or severe wave action,</i>	Complies The upgrades to existing maritime works will not be to the detriment of this objective. The waterway will be unaffected by the upgrades to the existing maritime works with no new structures proposed.
<i>To minimise the number and extent of structures over waters in this zone through mechanisms such as the sharing of structures between adjoining waterfront property owners,</i>	Complies No additional works are proposed, only upgrades to existing structures.
<i>To ensure remnant natural features, aquatic habitat (including wetlands) and public access along the intertidal zone are not damaged or impaired in any way by development,</i>	Complies Proposal is suitable, with no new structures or areas to be developed proposed. A maritime habitat report is provided in support of the development.
<i>To minimise any adverse effect on views to and from waters in this zone and on the scenic values of the locality as a result of the size of vessels capable of being accommodated within the development.</i>	Complies The upgrades to existing maritime works does not impact detrimentally on views with no intensification of the existing use in this location.

Consistency with SREP 2005 division 2 - matters for consideration

Biodiversity ecology and environmental protection (Clause 21)

No works are proposed outside of the existing built footprint and accordingly there will be no impact on the biodiversity and ecology associated with the

waterway and the foreshore area. The development complies with all objectives.

<i>a) Development should have a neutral or beneficial effect on the quality of water entering the waterways</i>	Complies The proposed upgrades to existing maritime works will allow for the rectification of the site back to its original state before works became dilapidated.
<i>b) Development should protect and enhance terrestrial and aquatic species, populations and ecological communities and in particular, should avoid physical damage and shading of aquatic vegetation</i>	Complies There will be no ecological impacts with upgrade works within the existing footprint and not additional disturbance of the waterway proposed. A maritime habitat report is provided in support of the proposal.
<i>c) Development should promote ecological connectivity between neighbouring areas of aquatic vegetation (such as seagrasses, salt marsh and algal and mangrove communities)</i>	Complies There will be no ecological impacts and no additional disturbance of the waterway proposed.
<i>d) Development should avoid indirect impacts on aquatic vegetation (such as changes to flow, current and wave action and changes to water quality) as a result of increased access</i>	Complies There will be no indirect impacts on aquatic vegetation (such as changes to flow, current and wave action and changes to water quality) with upgrade works within the existing footprint only.
<i>e) Development should protect and reinstate natural intertidal foreshore areas, natural landforms and native vegetation</i>	Complies No loss of valuable areas will result as a part of the proposed development and no reinstatement is required.
<i>f) Development should retain, rehabilitate and restore riparian land</i>	Complies The development will have a nil impact on the existing riparian lands. All car will be taken during

	construction and conditions of construction complied with.
<i>g) Development of land adjoining wetlands should maintain and enhance the ecological integrity on the wetlands and, where possible, should provide a vegetative buffer to protect the wetlands</i>	Complies The site is located in a wetland area. The proposed development will have a nil impact with no physical works proposed.
<i>h) The cumulative impact of development</i>	Complies There is no impact, with the structures to reinstated and upgraded to usable, but not intensified.
<i>i) Whether sediments in the waterway adjacent to the development are contaminated, and what means would minimise their disturbance</i>	Complies No disturbance will occur outside construction, which will be done in accordance with conditions.

Public access to and use of foreshores and waterways (Clause 22)

Public access to the foreshore is not provided in the subject location, with privately owned land extending to the waterway.

<i>a) Development should maintain and improve public access to and along the foreshore, without adversely impacting on watercourses, wetlands, riparian lands or remnant vegetation</i>	N/A
<i>b) Development should maintain and improve public access to and from the waterways for recreational purposes (such as swimming, fishing and boating), without adversely impacting on watercourses, wetlands, riparian lands or remnant vegetation</i>	N/A
<i>c) If foreshore land made available for public access is not in public ownership, development should provide appropriate</i>	Not applicable. The proposal does not involve making

<i>tenure and management mechanisms to safeguard public access to, and public use of, that land</i>	foreshore land available for public access
<i>d) The undesirability of boardwalks as a means of access across or along land below MHWM if adequate alternative public access can otherwise be provided</i>	Not applicable. A boardwalk would not be proposed
<i>e) The need to minimise disturbance of contaminated sediments</i>	Complies All works will be done in accordance with recommendations in the maritime habitat report.

Maintenance of a working harbour (Clause 23)

The Middle Harbour area is not a key part of the working harbour and is frequented more by recreational vessels. The development, being the upgrades to existing maritime works, is appropriate with regard to its impact on this factor.

<i>a) Foreshore sites should be retained so as to preserve the character and functions of the working harbour, in relation to both current and future demand</i>	Complies The proposed upgrades to existing maritime works will have no impact on existing working harbour foreshore sites.
<i>b) Consideration should be given to integrating facilities for maritime activities in any development</i>	Complies The site benefits from an existing standalone structure, not integrated with adjacent facilities. While the sharing of structures into the waterway is encouraged, this area of the harbour supports many existing private landing facilities and slipways, which are unique to each private land title abutting the waterway. No changes are proposed a part of this development.
<i>c) In the case of development on land that adjoins land used for industrial and</i>	Not applicable. Surrounding adjoining land is privately owned

<i>commercial maritime purposes, development should be compatible with the use of the adjoining land for those purposes</i>	land zoned for residential purposes, and does not abut land used for industrial or commercial purposes
<i>d) In the case of development for industrial and commercial maritime purposes, development should provide and maintain public access to and along the foreshore where such access does not interfere with the use of the land for those purposes</i>	Not applicable

Interrelationship of waterway & foreshore uses (Clause 24)

<i>a) Development should promote equitable use of the waterway, including use by passive recreation craft</i>	Complies
<i>b) Development on foreshore land should minimise any adverse impact on the use of the waterways, including the use of the waterway for commercial and recreational uses</i>	Complies The proposed upgrades to existing maritime works will not impact foreshore land.
<i>c) Development on foreshore land should minimise excessive congestion of traffic in the waterways or along the foreshore</i>	Complies No proposed works on foreshore land.
<i>d) Water dependant land uses should have priority over other uses</i>	Complies The development (upgrades to existing maritime works) will have no impact on navigational safety in the immediate vicinity.
<i>e) Development should avoid conflict between the various uses in the waterways and along the foreshores</i>	Complies The development (upgrades to existing maritime works) will have no impact on navigational safety in the immediate vicinity.

Foreshore and waterway scenic quality (Clause 25)

<p><i>A) The scale, form, design and siting of any building should be based on an analysis of:</i></p> <ul style="list-style-type: none"> - <i>The land on which it is to be erected</i> - <i>The adjoining land; and</i> <p><i>The likely future character of the locality</i></p>	<p>Not applicable. A building would not be proposed as part of this application, other than the replacement boatshed, which remains consistent with the scale</p>
<p><i>b) Development should maintain, protect and enhance the unique visual qualities of Sydney Harbour and its islands, foreshores and tributaries</i></p>	<p>Complies</p> <p>The unique view to and from the harbour are retained with no physical works proposed as a part of the upgrades to existing maritime works application.</p>
<p><i>c) The cumulative impact of water-based development should not detract from the character of the waterways and adjoining foreshores</i></p>	<p>Complies</p> <p>The character of the harbour is retained with only upgrade and replacement works proposed as a part of the upgrades to existing maritime works application.</p>

Maintenance protection and enhancement of views (Clause 26)

<p><i>a) Development should maintain, protect and enhance views (including night views) to and from Sydney Harbour</i></p>	<p>Complies Refer</p> <p>The unique view to and from the harbour are retained with no physical works proposed as a part of the upgrades to existing maritime works application.</p>
<p><i>b) Development should minimise any adverse impacts on views and vistas to and from public places, landmarks and heritage items</i></p>	<p>Complies</p>
<p><i>c) The cumulative impact of development on views should be minimised</i></p>	<p>Complies</p>

Heritage provisions (Section 54)

In response to s54 of the SREP, the site the subject of the proposed facility is not located on land or in the vicinity of land that supports a heritage item listed under Schedule 4 of the SREP. Under Division 4 Development in vicinity of heritage items, there are no other heritage items in the immediate vicinity that would be listed under Schedule 4 of the SREP.

Aboriginal heritage provision (Section 57)

In response to s57 of the SREP, the site the subject of the facility is not a place of Aboriginal heritage significance as defined under the National Parks and Wildlife Act 1974.

It is unknown whether the site would be a potential place of Aboriginal heritage significance or contain a relic that has Aboriginal heritage significance, without the preparation of an Aboriginal heritage impact assessment. However, with the upgrade and renewal works proposed, no issue will arise in this regard.

Wetlands protection matters for consideration (Section 63)

The facility is identified as being located in a designated Wetlands Protection Area, as identified under the Wetlands Protection Area Maps under the SREP. An assessment of potential impact on the wetlands under s63 of the SREP is therefore required, as follows:

<i>The development should have a neutral or beneficial effect on the quality of water entering the waterways.</i>	Complies There will be no effect on the quality of water entering the waterways as a result of the development.
<i>The environmental effects of the development on the growth of native plant communities, the survival of native wildlife populations, the provision and quality of habitats for both indigenous and migratory species, the surface and groundwater characteristics of the site on which the development is proposed to be carried out.</i>	Complies The MHS provides support for the proposal with regard to impacts on maritime habitats.

<i>Whether adequate safeguards and rehabilitation measures have been, or will be made to protect the environment.</i>	Complies All recommendations within the MHS will be undertaken.
<i>Whether carrying out the development would be consistent with the principles set out in The NSW Wetlands Management Policy, 1996</i>	The development is consistent with the nine principles set out in the above policy
<i>Whether the development adequately preserves and enhances local native vegetation</i>	Complies Ecological impacts are appropriate with only repair works proposed.
<i>Whether the development application adequately demonstrates how the development will preserve and enhance the continuity and integrity of the wetlands, how soil erosion and siltation will be minimised both during and after completion, how appropriate on-site measures are to be implemented to ensure that the intertidal zone is kept free from pollutants arising from the development, that the nutrient levels in the wetlands do not increase as a consequence of the development, that stands of vegetation (both terrestrial and aquatic) are protected or rehabilitated, and that the development minimises physical damage to aquatic ecological communities</i>	Complies Silt curtains and floating boom will be deployed to localize the effects of turbidity and siltation. Nutrient levels in the wetland habitat would not be affected. The development should not impact the integrity of the wetlands. Details are provided in the Marine habitat report of measures required during construction.
<i>Whether conditions should be imposed on the carrying out of the development requiring the carrying out of works to preserve or enhance the value of any surrounding wetlands</i>	Complies All conditions imposed on the development will be complies with to ensure appropriate impacts on the wetlands.

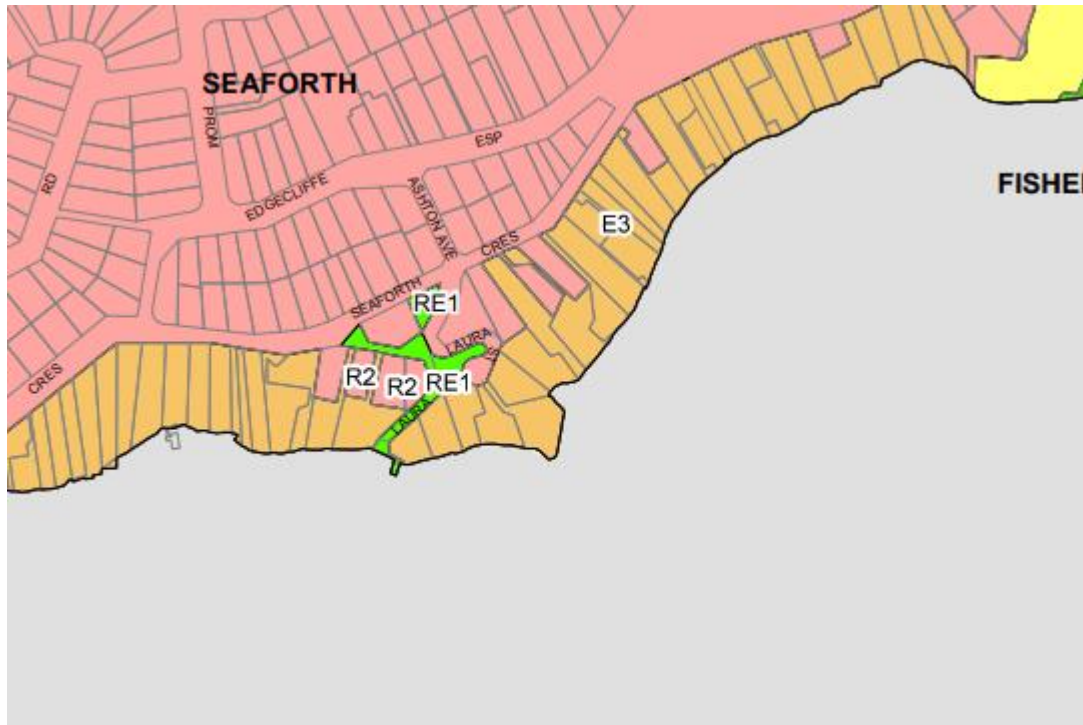
4.2 Manly Local Environmental Plan 2014

The relevant clauses of the Manly Local Environmental Plan 2014 are addressed below.

Zoning

The land based site abutting the works is located in the E3 Environmental Management zone.

The existing maritime structures sit within the SREP maritime zone outside the provisions of the MLEP and also have the benefit of existing use rights.



Foreshore scenic protection area

The development is appropriate with regard to its impact on the waterway and the repair works will ensure that no detriment to the waterway results in the future through the stabilisation and renewal of debilitated structures.

Limited development on foreshore area

Works proposed are within those acceptable in the foreshore and are replacement and renewal of existing structures.

The proposed works:

- will be compatible with the surrounding area

- will not cause any major or long-term environmental harm such as pollution or siltation of the waterway, have an adverse effect on surrounding uses, marine habitat, wetland areas, flora or fauna habitats, impact drainage patterns
- will not cause congestion of, or generate conflicts between, people using open space areas or the waterway
- will provide continuous public access along the foreshore and to the waterway
- will not impact on any historic, scientific, cultural, social, archaeological, architectural, natural or aesthetic significance of the land
- will not have an adverse impact on the amenity or aesthetic appearance of the foreshore.

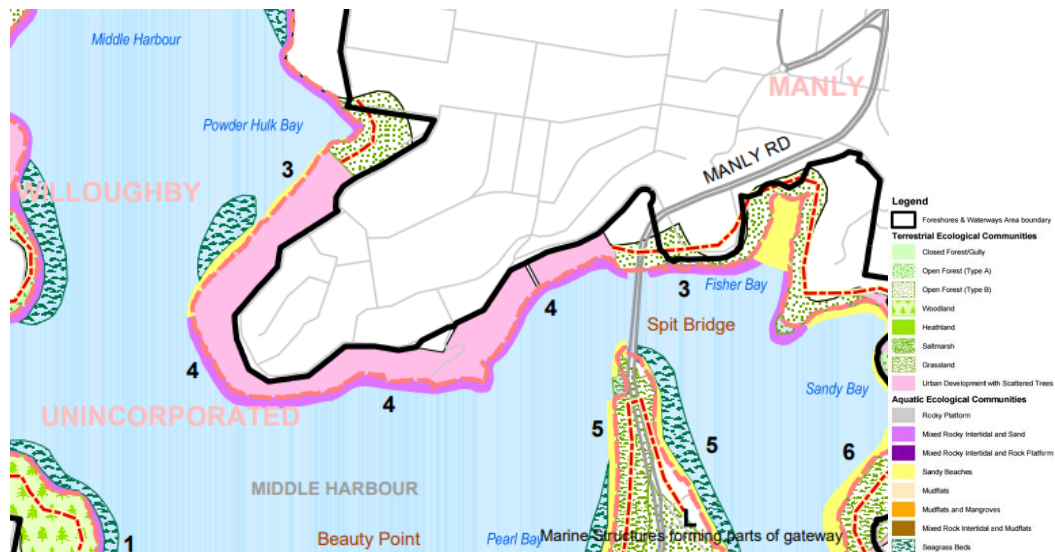
4.3 Sydney Harbour Foreshores Area Development Control Plan (DCP)

Ecological Assessment (Part 2)

Generally, the development is consistent with part 2 of the DCP.

Ecological community

Under Part 2 of the DCP the Ecological Communities and Landscape Characters identifies the terrestrial ecological community in the vicinity of the subject site as Urban Development with Scattered Tree, and the aquatic ecological community as mixed rocky intertidal sand.



Under Table 1 Conservation Value of Ecological Communities, Urban Development with Scattered Trees have low conservation status and mixed rocky intertidal sand has high conservation status.

With no development beyond the existing envelope the impact on the rocky platform is negligible as is supported in the MHS.

Aquatic community

With regard to the relevant Performance Criteria at Table 5 of the DCP for the protection of aquatic ecological community (medium conservation status), the following observations and mitigating measures are provided:

<i>Controlling shading</i>	Complies The same envelope is maintained and no impact results.
<i>Avoiding harmful effects of reclamation</i>	Not applicable. The proposal would not involve any reclamation of land or water
<i>Urban runoff</i>	Complies The repair and renewal works will not result in issues.
<i>Dredging</i>	N/A

Landscape character (part 3)

The landscape assessment under the DCP requires consideration of the visual impact of development from the waterway and foreshores, according to an areas particular landscape character type, taking into consideration:

- The nature of the proposal – its height, width, siting, scale, colour, reflectivity and function
- The landscape setting in which it is proposed
- The degree of change created-whether it would be minimal or not; and
- The ability of the proposal to integrate with the landscape character.

The relevant landscape character type identified under Part 3.4 of the DCP is Landscape Character Type 1, which applies to the dense residential areas of Middle Harbour. The intent for these areas is to allow minimal waterfront development while protecting the character and amenity of developed areas, foreshores and the shoreline.

The following performance criteria guides in determination of the proposed works impact on landscape character under Part 3.4 of the DCP, taking into consideration the above criteria as follows:

<i>Headlands, points and the shoreline are retained in their undeveloped state;</i>	Complies The works will not alter or impact on the natural state of the foreshore area in which it is located.
<i>Development is sited and designed to maintain the visual dominance of the tree canopy and other key natural features;</i>	Complies No impact on tree canopy or natural features.
<i>Visual continuity of elements such as cliffs, rock shelves and beaches is not lost or broken;</i>	Complies The proposed use will have no impact.
<i>Ridgeline development does not encroach into natural areas and does not detract from the natural appearance of the landscape;</i>	Complies The proposed use will have no impact.
<i>The sense of enclosure of the inlets is protected by minimising the intrusion of water-based structures;</i>	Complies The proposed use will have no impact with the scale of work matching that which is existing.
<i>The predominance of the natural shoreline is retained. When considering a proposal, the cumulative and incremental effect of structures along the foreshores must be considered; and</i>	Complies The proposed use will have no impact.
<i>Overall colours should match native vegetation and geological features as closely as possible with trim colours drawn from natural elements such as tree trunks and stone.</i>	Complies The proposed works will be in materials and colours to complement the foreshore.

Design guidelines (Part 4)

The proposed development would be consistent with the relevant sections of part 4 of the DCP as follows:

General requirements

The compliance of the application against the DCP's public access and sharing provisions is demonstrated below, relevant to Parts 4.2 and 4.3 of the DCP:

<i>Public access to waterways and public land is maintained and enhanced</i>	Complies Public access to the waterway and foreshore is not impacted by the proposed development as is detailed earlier in the report.
<i>Congestion of the waterway and foreshore is minimized</i>	Complies There will be no impact on the existing navigational safety which is available to the waterway as is discussed earlier in the report.
<i>Conflicts on the waterway and foreshore are avoided</i>	Complies The development will not result in any conflicts.
<i>The development warrants a foreshore location</i>	Complies The proposal is not for new development and the location of the existing facilities have already been deemed appropriate in previous approvals.
<i>The development does not interfere with navigation, swimming or other recreational activities</i>	Complies There would be no interference
<i>The demand for the development has already been established</i>	Complies The development is to repair existing and replace structures which have dilapidated by age.
<i>The structure does not obstruct or affect the natural flow of tides and currents</i>	Complies

	This has been discussed and demonstrated earlier in the report.
<i>Development does not dominate its landscape setting</i>	Complies The minimal bulk and scale of the proposal will be the same as the structures existing and allow for ample retention of the existing landscape.
<i>The extent of development is kept to the absolute minimum necessary to provide access to the waterway</i>	Complies This is included in the design which retained the existing envelope.
<i>Shared usage of facilities is encouraged to minimise the number of structures and cumulative impact on the environment of the harbour and its tributaries</i>	Complies This provision can only be encouraged where clients choose to share, and cannot be enforced. The proposal is a repair of a sea wall and does not involve new structures in the waterway.
<i>Development is setback at least 2.5 metres from the division of the waterway as established by the NSW Maritime Authority and illustrated in Figure 4</i>	Complies

Foreshore access (Part 4.3)

Foreshore access is unaffected by the proposed development as the facilities proposed to be developed will be within the same envelope as the existing structures. This has been discussed in greater details earlier in the report.

Built form (Part 4.5)

No new structures are proposed. The only proportion of the proposed development relevant is a small section of the seawall which is to be repaired. Views to and from the site are maintained and improved.

Slipways (Part 4.12)

<i>Skids are to be of pierced construction. Solid fill skids are not acceptable</i>	Compliant
<i>Skids are to be a minimum practical size and should not extend seaward of the – 0.5 metres (ZFDTG) contour. Only in exceptional cases would skids be acceptable beyond this contour and applicants would need to demonstrate why such exceptional circumstances occur;</i>	Compliant
<i>Skids are to follow the natural foreshore profile and, where appropriate, shall be recessed into existing walls and reclamations so that the portion of a skid protruding beyond a wall is kept to a minimum;</i>	The skid is designed to provide access over the dangerous surface of rocks with oysters and mudflats. The existing s seawall is also proposed to be retained. The proposed location is acceptable and appropriate for the specific location.
<i>Skids are to be of a minimum width consistent with their proposed function;</i>	Compliant 3m
<i>The slope of a skid shall not be steeper than 1 vertical in 2.7 horizontal;</i>	Compliant
<i>Where the skid is of a slope of greater than 1 vertical in 8 horizontal, the skid shall be designed and constructed so as to provide a safe foothold by means of spaced decking or the use of cleats;</i>	Compliant
<i>Skids should be of hardwood. Concrete and steel skids are not permitted; and</i>	Compliant
<i>Vessel storage is not permitted on skids, apart from storage of small dinghies up to 2.5 metres in length.</i>	Compliant

Swimming Enclosures (Part 4.14)

<p><i>A swimming enclosure will only be allowed where it:</i></p> <ul style="list-style-type: none"> • <i>does not impede the tidal flow;</i> • <i>does not interfere with watercraft;</i> • <i>does not alienate public use of the waterway and foreshore; and</i> • <i>is adjacent to a developed foreshore.</i> 	<p>Compliant</p> <p>There will be no change as the structure is existing.</p>
<p><i>Where a swimming enclosure is allowed, it must meet the following criteria:</i></p> <ul style="list-style-type: none"> • <i>consist of buoyed mesh or netting of a mesh size not less than 150 millimetres to prevent accumulation of debris;</i> • <i>buoyed net structures are to be anchored or moored to ensure their positions are maintained at all times;</i> • <i>the mesh shall not protrude above water level; and</i> • <i>the enclosure shall not extend further than 13 metres beyond MHW or beyond adjacent landing facilities, whichever is the lesser</i> 	<p>Compliant</p> <p>The mesh will comply with the requirements detailed.</p>

Boatsheds (Part 4.16)

<p><i>boat sheds will only be permitted below MHW where:</i></p> <ul style="list-style-type: none"> – <i>there are no feasible alternatives to site the boat shed above MHW,</i> – <i>there are existing boat sheds below MHW, and</i> – <i>the provision of an additional boat shed will not result in an overdeveloped water's edge;</i> 	<p>The proposed replacement boatshed is to be located in the same location as the approved boatshed which is dilapidated. The location is appropriate and fits with the other waterway structures. It will not overdevelop the waters edge.</p>
<p><i>boat sheds should be one storey</i></p>	<p>Yes</p>

<i>The building is used in accordance with the definition i.e. for the storage and routine maintenance of a boat or boats, is associated with a private residence and includes any skid used in connection with the building or other structure. Boat sheds are not to be used for any other purpose unless approved by the consent authority</i>	The use of the boatshed will be appropriate
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5. Section 4.15 Considerations

The following matters are to be taken into consideration when assessing an application pursuant to section 79C of the Environmental Planning and Assessment Act 1979 (as amended). Guidelines to help identify the issues to be considered have been prepared by the former Department of Urban Affairs and Planning. The relevant issues are:

5.1 The provision of any planning instrument, draft environmental planning instrument, development control plan or regulations

This report clearly and comprehensively addresses the statutory regime applicable to the application and demonstrates that the proposed land use is complimentary and compatible with adjoining development. The proposal achieves the aims of the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005.

The upgrades to existing maritime works development is permissible in the zone.

5.2 The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economical impacts in the locality

Context and Setting

What is the relationship to the region and local context in terms of:

- the scenic qualities and features of the landscape?
- the character and amenity of the locality and streetscape?
- the scale, bulk, height, mass, form, character, density and design of development in the locality?
- the previous and existing land uses and activities in the locality?

These matters have been discussed in detail in the body of the statement, with no works proposed and the site remaining physically in its current form.

What are the potential impacts on adjacent properties in terms of:

- relationship and compatibility of adjacent land uses?
- sunlight access (overshadowing)?
- visual and acoustic privacy?
- views and vistas?
- edge conditions such as boundary treatments and fencing?

The proposed upgrades to existing maritime works will have no impact.

Access, transport and traffic

Would the development provide accessibility and transport management measures for vehicles, pedestrians, bicycles and the disabled within the development and locality, and what impacts would occur on:

- travel demand?
- dependency on motor vehicles?
- traffic generation and the capacity of the local and arterial road network?
- public transport availability and use (including freight rail where relevant)?
- conflicts within and between transport modes?
- traffic management schemes?
- vehicular parking spaces?

Parking and traffic will be unaffected by the proposed upgrades to existing maritime works which will not change existing parking on the associated residential site or access to the existing maritime facilities.

Public domain

The proposed development will have no impact on the public domain (waterway), other than the repair and improvement of dilapidated structures.

Utilities

There will be no impact with any works proposed.

Flora and fauna

There will be no impact with current structures unchanged as part of the proposed upgrades to existing maritime works application.

Waste

There will be no impact.

Natural hazards

There will be no impact with current structures unchanged as part of the proposed upgrades to existing maritime works application.

Economic impact in the locality

There will be no impact.

Site design and internal design

Is the development design sensitive to environmental conditions and site attributes including:

- size, shape and design of allotments?
- the proportion of site covered by buildings?
- the position of buildings?
- the size (bulk, height, mass), form, appearance and design of buildings?
- the amount, location, design, use and management of private and communal open space?
- landscaping?

The proposed upgrades to existing maritime works will have no impact.

How would the development affect the health and safety of the occupants in terms of:

- lighting, ventilation and insulation?
- building fire risk – prevention and suppression/
- building materials and finishes?
- a common wall structure and design?
- access and facilities for the disabled?
- likely compliance with the Building Code of Australia?

The proposed upgrades to existing maritime works will have no impact.

Construction

What would be the impacts of construction activities in terms of:

- the environmental planning issues listed above?
- site safety?

N/A

6.3 The suitability of the site for the development

Does the proposal fit in the locality?

- are the constraints posed by adjacent developments prohibitive?
- would development lead to unmanageable transport demands and are there adequate transport facilities in the area?

- are utilities and services available to the site adequate for the development?

The adjacent development does not impose any unusual development constraints.

Are the site attributes conducive to development?

The site is appropriate for upgrades to existing maritime works.

5.4 Any submissions received in accordance with this Act or the regulations

It is envisaged that the consent authority will consider any submissions made in relation to the proposed development.

5.5 The public interest

It is considered that the proposal is in the public interest as it allows for repair of existing waterway structures.

Section 4.15 of the Environmental Planning and Assessment Act has been considered and the development is considered to fully comply with all relevant elements of this section of the Environmental Planning and Assessment Act 1979.

6. Conclusions

- 7.1 The proposed development application for the upgrades to existing maritime works of the waterway at 11 Seaforth Crescent, Seaforth is appropriate considering all State controls.
- 6.2 When assessed under the relevant heads of consideration of s79C of the Environmental Planning and Assessment Act, the proposed development is meritorious and should be granted consent.
- 6.3 Considering all the issues, the fully compliant development is considered worthy of Council's consent.