



HARBOUR PLANNING
WATERFRONT CONSULTANCY

STATEMENT OF ENVIRONMENTAL EFFECTS

Submitted to
CENTRAL COAST COUNCIL

Development Application for
THE CONSTRUCTION OF TWO MOORING AID PILES

At
**34 NORTH BURGE ROAD,
WOY WOY NSW 2256**

For
JACKSON FAMILY

MAY 2026

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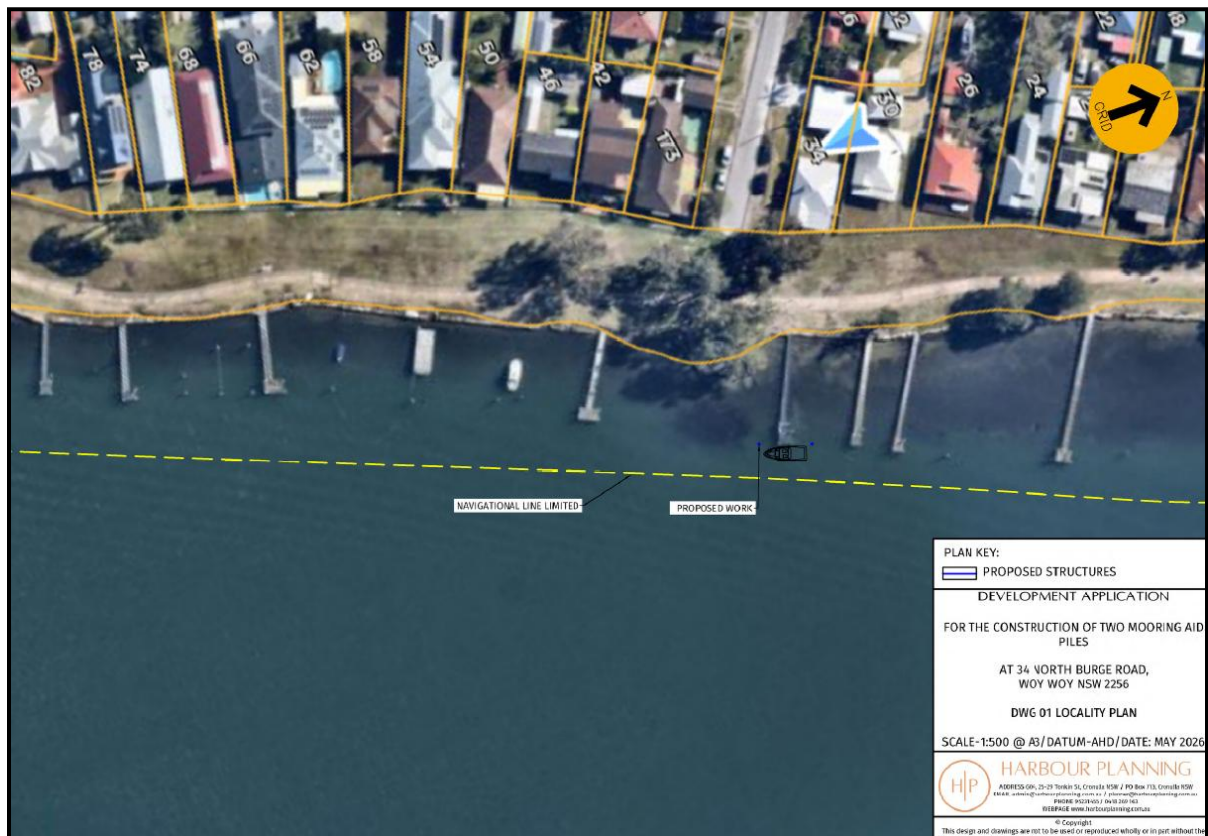
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1. INTRODUCTION – PROJECT SUMMARY

The proposed works are below the Mean High-Water Mark (MHW) and are referred to Central Coast Council for their consideration and determination. Additionally, this application has been lodged to Maritime, Fisheries and Crown Lands which have subsequently been awarded “Consents” from the stakeholders (Annexure D, E, & F refers).

The owners at 34 North Burge Road, Woy Woy NSW 2256 have engaged Harbour Planning Pty Ltd as their applicant to submit a Development Application for the Construction of **Two Mooring Aid Piles** onto Brisbane Water. Figure 1 below presents an aerial locality map of the subject site with the proposed structure highlighted in blue colour. For reference, scaled architectural plans and specifications in A3 are appended to this statement as Annexure B.

FIGURE 1. Aerial locality map of the subject site (Source: DWG 01 plan overlay in Near maps, 2026)



Currently, the subject site does not have equitable, practical and safe temporary berthing facility, preventing the Jackson family temporary berthing for a small vessel along the foreshore in deeper water, which support the homeowner's boating activities. Therefore, the main objective of this proposal is to address this limitation by improving waterfront area and installation of 2x mooring aid piles that function ancillary to the existing jetty end.

Sympathetic consideration has been given to the positioning and orientation of the proposed works, ensuring that the existing setback distances to the northern and southern divisions of waterways generally remain unchanged. Additionally, the proposal will be landward “inshore” of the locality navigational line limit and does not extend into the main fairway water body. This ensures adequate separation from adjacent neighbours' water recreation structures, providing more than sufficient fairway access for neighbouring properties and the general public, while maintaining functional marine usage of the area.

Moreover, this stretch of Brisbane Water features a dynamic marine setting, with over 95% of waterfront properties enjoying jetties and mooring aid piles. This emphasizes that the amenity of neighbouring man-made structures in this part of the waterway is the result of a well-developed marine context. Consequently, the proposed work will not significantly impact the natural scenic qualities. The

current homeowner aims to enjoy the same recreational and practical benefits as the majority of properties in the area.

Based on Harbour Planning's onsite inspections and specialist documents (Hydrographic Survey and Hydrographic Survey), the statement has determined that the proposed works is a justified addition to the site and their future occupation of Crown Land. The application has been designed to meet the requirements of all stakeholders and merits the support of Central Coast Council with an award of Development Consent.

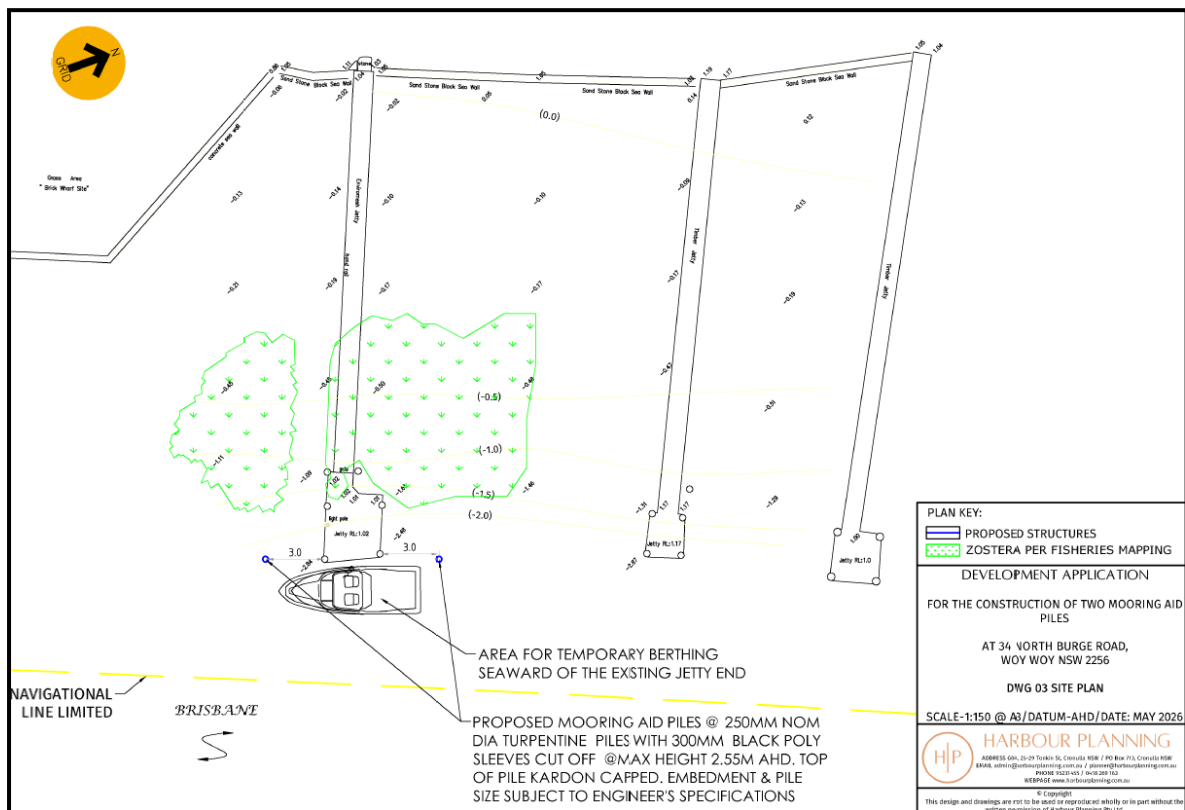
2. DESCRIPTION OF PROPOSAL

2.1 SCOPE OF PROPOSED WORKS

The scope of proposed works is as follows:

- Proposed 2x Mooring Aid Piles

FIGURE 2. DWG 3 Site Plan of Proposed Works



2.2 PROPOSED SAFEGUARDS TO MINIMISE ENVIRONMENTAL IMPACTS

The following measures will be undertaken during the construction of the waterfront structure:

- All works are to be undertaken from the waterway.
- Materials/waste products to be delivered/removed via barge.
- Low draft barges to be utilised and to be moored in deep water where possible.
- Machinery (small track machine or piling rig) to remain on barge at all times.
- Operation of machinery to be undertaken on the crown of a tide with at least 600mm from the draft of the barge.

- Piers/piles to be driven into the seabed, no excavation required.
- Anchors should only be used for mooring a barge as a last resort.
- Barges must have floating oil boom catching equipment in the event of any hydraulic leaks into the waterway.
- Prior to use at the site and entry into the waterway, machinery is to be appropriately cleaned, degreased and serviced.
- Used items (e.g. paint brushes etc) and cleaning of such must not be washed into the storm water system or waterway.
- Works are to be continuous so as to minimise duration of works.
- Material storage and stockpiling to be located either on the barge or on land out of the waterway, pending stage of construction. To be fully covered to ensure, debris does not enter the waterway.
- No snags (large woody debris and rocks-500mm x 500mm) outside of the works area are to be removed, realigned or relocated without first obtaining the authority of the Senior Fisheries Manager, Coastal Systems.
- Bio-toxic antifouling preparations must not be applied to any fixed structure or facility.
- On completion all surplus materials to be removed and site to be returned to previous state.
- A visual inspection of the waterway for dead or distressed fish (indicated by fish gasping at the water surface, fish crowding in pools or at the bank) is to be undertaken twice daily during the works. If such an occurrence transpires, works are to cease, Contact Officer notified and works not to recommence until issued is rectified and approval to proceed provided.

All these will ensure that the proposed works will cause minimal impact to the marine environment during construction.

3. SITE ANALYSIS

The property is known as Lot B in DP 378029, located at 34 North Burge Road, Woy Woy NSW 2256, and is a waterfront lot along the shoreline of Brisbane Water, approximately 620m northwest of St Huberts Island. Under the Central Coast Local Environmental Plan 2022, the property is classified within the R2 Low Density Residential Zone, with the waterway classified as the W2 Recreational Waterways Zone. The proposed works are defined as water recreation structures are permissible, subject to Council consent.

FIGURE 3. Central Coast LEP 2022 zoning map (L) and aerial locality map (R) Near Maps, 2026



The site is located on the southern side of Lions Park within Brisbane Water and has an east facing water aspect. The property is accessed at the Brick Wharf Road to the southwest. The main dwelling is situated in the eastern side of the lot with a significant setback of 23m from the existing jetty. The subject site has a gently sloping topography toward the waterfront. Seaward of the main residence is a public reserve.

FIGURE 4. Landward (L) and Seaward View (R) photos of foreshore area



As per our site investigation, there is no berthing facility along the foreshore that provides the homeowner and their family with safe, temporary berthing for small recreational watercraft. Additionally, use of the proposed mooring aid piles will function as an ancillary facility to the existing jetty, providing an all-tide, casual berthing option for loading and unloading water sports equipment and ensuring safe access for people embarking and disembarking from watercraft for recreational purposes.

Further, this reach of Brisbane Water has a dynamic marine setting, with many waterfront properties having mooring pens. Hence, the current homeowners want to gain the same recreational and practical benefits afforded to their neighbours in this locality. This is especially the case given this waterway as a well-established marine environment and historical cluster. Given these contextual factors, the proposed works are unlikely to significantly impact the coastal and built environment. The proposed works are similar in appearance, type and length to nearby waterfront access facilities which ensures that there will be minimal impact to the visual amenity and marine ecology of the rest of the locality.

FIGURE 5. Existing and surrounding water facilities to the north (L) and to the south (R)



Figure 6 on the next page is a view of the foreshore area superimposed with blue lines representing the proposed mooring pen designed by Harbour Planning Pty Ltd. Additionally, the proposed work will blend visually into the shoreline as the proposal is designed as a freestanding and open form structure. It will have minimal visual impact when viewed from both the house and the waterway. With

the proposed development, the watercraft can be safely secured for short term berthing, the additional benefit is sufficient coverage water depth which offers again safe all-tide accesses.

FIGURE 6. Proposed structure as proposed along the foreshore area superimposed in blue lines



In terms of noise, the site is located in a well-established built-up area with numerous marine structures and an active marine environment. As such, the addition of the proposal will only result in a nominal increase in water traffic noise because the facility is to be used only for domestic purposes. This noise will also be absorbed readily into those of existing maritime activities, as generated by the neighbouring properties and the general use of the waterway.

Based on the detailed analysis above, this SEE has determined that the potential impacts of these proposed structures on view lines, amenity or the aesthetic values of the Brisbane Water are expected to be minimal. The proposal is supportable and has satisfied the criteria set by the relevant Stakeholders, and is now submitted to Central Coast Council for an award of Development Consent.

4. ENVIRONMENTAL IMPACT ASSESSMENT

The following section of the statement is divided into separate impact assessments, which are specifically related to relevant Stakeholders, Transport for NSW-Maritime (Maritime) and DPIRD-Fisheries (Fisheries).

4.1 NAVIGATION

Transport for NSW absorbed Roads & Maritime Services in 2019 under s.46 of Transport Administration Act 1988. Maritime, specifically, is an operating subgroup under the Transport for NSW tasked to assess development proposals and their navigational impacts to existing and future water recreation structures of adjacent properties, as well as other navigational aspects in relation to the main body of water and the general public's enjoyment.

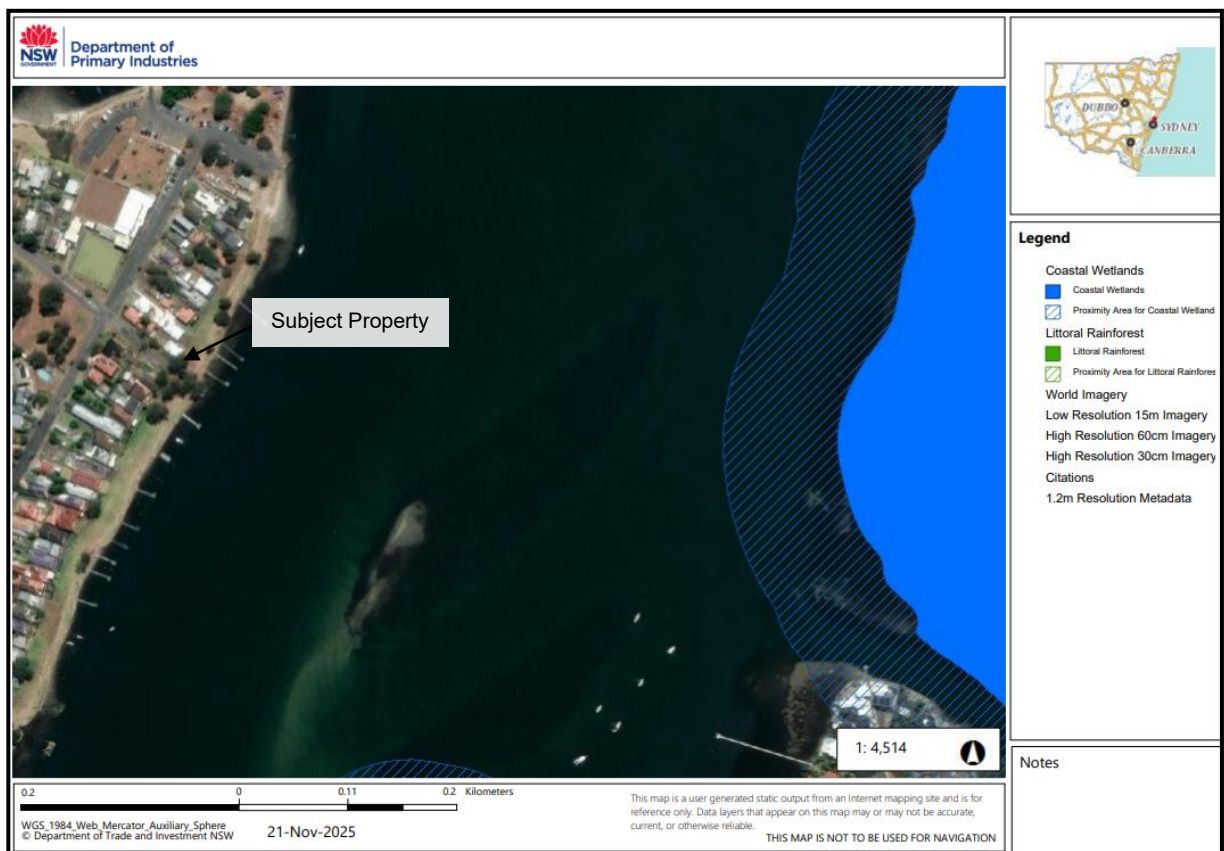
In compliance with the requirements of Transport for NSW and to establish the suitability of the development works to the maritime use of this section of Tomaga River in respect to navigation, the Development Application has been lodged to Transport for NSW – Maritime and has subsequently been issued Consent (Annexure D refers).

The Consent Letter for the proposed work seaward of 34 North Burge Road, Woy Woy NSW 2256 was issued on the 25 February, 2026 (Annexure D) and states; **“NSW Maritime, a division within Transport for NSW (TfNSW), confirms that the Proposal, as set out in the attached stamped plan/s, has been assessed as having minimal impact on the safety of navigation under the Marine Safety Act 1998.”**

Hence, the applicant has satisfied the navigation assessment aspect of Council for the issue of a Development Consent.

4.2 RH SEPP 2021

FIGURE 7. Mapping of the Coastal Wetlands and NSW Estuarine Macrophytes (DPIRD Fisheries)



The site, along with all properties that have boundaries adjoining Brisbane Water, have been identified in accordance with State Environmental Planning Policy (Resilience and Hazards) 2021 to be located within the Coastal Management Area. Therefore, the proposed works is assessed in relation to Division 1 Coastal wetlands and littoral rainforests area, Division 2 Coastal vulnerability area, Division 3 Coastal Environment area, Division 4 Coastal use area and Division 5 General of the SEPP.

Generally, the planning approval path for domestic marine structures is consistent with the objectives of the RH SEPP 2021, as it is a precautionary graduating process. According to the Coastal Wetlands and Littoral Rainforests Area Map, this subject site on 34 North Burge Road, Woy Woy NSW 2256 is not located within those zones, or land in proximity (refer to Figure7). The closest wetland areas are situated towards the Rileys Island to the east, located at a 600m distance from the subject site. Also, per Harbour Planning’s site visits, no sensitive or protected vegetation (e.g. Mangroves or Coastal Saltmarsh) exists on the site. Therefore Division 1 is not applicable to this property.

Further, the Division 2 is not applicable also as there is no current mapping provided by the NSW Government. Table 1 below is an evaluation of the subject works against Division 3, 4 and 5.

Table 1. Performance Assessment Table to the relevant provisions of the Division 3, 4 and 5 of the RH SEPP

Division 3 – 2.10 Development on land within the Coastal Environment Area		
Required	Proposal	Compliance
1 (a) the integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment,	The proposed work will be freestanding piles and not solid fill. Also, the piles will be directly driven into the lakebed which will minimise the disturbance. Therefore, the proposal will not impact on the biophysical, hydrological surface and ground water.	Yes
(b) coastal environmental values and natural coastal processes,	As the proposed work is similar in scale with the surrounding structures, open from with no solid fill, it would have a negligible impact on the coastal environmental values and natural coastal processes, if any. Further, the proposed structure will be constructed according to the guidelines stated on Part 2.2 of this SEE.	Yes
(c) the water quality of the marine estate (within the meaning of the Marine Estate Management Act 2014), in particular, the cumulative impacts of the proposed development on any of the sensitive coastal lakes identified in Schedule 1,	As justified in the Marine Habitat Survey, the only possible impacts would be short term piling works during the construction phase which may create temporary increases in turbidity. It should also be noted that the turbidity generally dissipates through 1-2 tide cycles with no long-term effects. Also, the subject site is not located in a Sensitive Coastal Lake.	Yes
(d) marine vegetation, native vegetation and fauna and their habitats, undeveloped headlands and rock platforms,	As noted in the Marine Habitat Survey, the impacts on the Marine Vegetation are likely to be reduced as a result of the proposal. The proposed mooring aid piles within bare silty sand seabed. Hence, the proposal is likely to improve the Marine Vegetation.	Yes
(e) existing public open space and safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability,	Notably, the proposed mooring aid piles will be constructed adjacent to the existing jetty end and will have no impact on the existing public open space or on safe access to and along the foreshore, beach, headland, or rock platform for members of the public, including persons with a disability.	Yes
(f) Aboriginal cultural heritage, practices and places,	No significant items of Aboriginal Heritage found in this property.	Yes
(g) the use of the surf zone.	There is no use of the Surf Zone.	Yes
(2) Development consent must not be granted to development on land to which this section applies unless the consent authority is satisfied that— (a) the development is designed, sited and will be managed to avoid an adverse impact referred to in subsection (1), or (b) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact, or (c) if	As mentioned above, the proposed work is an open-form, freestanding, small-scale structure by two piles. It is also located within bare substrate, confirming that the proposal has avoided and minimised impacts on the seagrass.	

that impact cannot be minimised—the development will be managed to mitigate that impact.		
Division 4 – 2.11 Development on land within the Coastal Use Area		
Required	Proposal	Compliance
(1) (a) (i) existing, safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability,	Notably, the proposed mooring aid piles will be constructed adjacent to the existing jetty end and will have no impact on the existing public open space or on safe access to and along the foreshore, beach, headland, or rock platform for members of the public, including persons with a disability.	Yes
(ii) overshadowing, wind funnelling and the loss of views from public places to foreshores,	The subject structure is an open profile and domestic scale waterfront facility, therefore there is no impact to wind funnelling and view loss from public places to foreshore. Also, the proposed work is located within bare substrate ensures that the impacts from overshadowing will be minimal.	Yes
(iii) the visual amenity and scenic qualities of the coast, including coastal headlands,	The subject site is an active marine locality, with the majority of waterfront properties having mooring aid piles. Hence, mooring aid piles are a prevalent characteristic of the waterfront, and the proposal will not negatively impact on the existing visual amenity.	Yes
(iv) Aboriginal cultural heritage, practices and places,	No significant items of Aboriginal Heritage found in this property.	Yes
(v) cultural and built environment heritage, and	The subject property is not listed in the heritage register. Hence, the proposal is unlikely to impact the cultural and built environmental heritage.	Yes
(b) (i) the development is designed, sited and will be managed to avoid an adverse impact referred to in paragraph (a), or (iii) if that impact cannot be minimised—the development will be managed to mitigate that impact, and	Based on the detailed response above, it can be ascertained that the development mitigates adverse impact on the site. The works have minimal or no impact on water quality, marine ecology, public access or use of Brisbane Water, overshadowing, funnelling, visual amenity or cultural values. Hence, the application satisfies the assessment criteria of the RH SEPP for Development Consent.	Yes
(c) has taken into account the surrounding coastal and built environment, and the bulk, scale and size of the proposed development.	The proposed jetty is consistent with all the bulk, scale and size of all the other structures along the Brisbane Water locality.	Yes
Division 5 – 2.12 General		
Development consent must not be granted to development on land within the coastal zone unless the consent authority is satisfied that the proposed development is not likely to cause increased risk of coastal hazards on that land or other land.	Careful consideration has been given to the assessment of the proposed works against coastal hazards risks. Due to the minor scale of the proposed works and the design being freestanding piles and open form, it is unlikely to lead to increased risks on coastal hazards.	Yes
Division 5 – 2.13 General		

Development consent must not be granted to development on land within the coastal zone unless the consent authority has taken into consideration the relevant provisions of any certified coastal management program that applies to the land	Per the NSW Government Environment and Heritage website, there are no certified coastal management programs applicable to the site. https://www.environment.nsw.gov.au/topics/water/coasts/coastal-management/programs/certified-coastal-management-programs	Yes
Division 5 – 2.14 General		
Subject to section 2.5, for the avoidance of doubt, nothing in this Part— (a) permits the carrying out of development that is prohibited development under another environmental planning instrument, or (b) permits the carrying out of development without development consent where another environmental planning instrument provides that the development may be carried out only with development consent.	The subject works are permissible within the Central Coast LEP 2022, as such this clause is not relevant.	N/A
Division 5 – 2.15 General		
If a single parcel of land is identified by this Chapter as being within more than one coastal management area and the development controls of those coastal management areas are inconsistent, the development controls of the highest of the following coastal management areas (set out highest to lowest) prevail to the extent of the inconsistency— (a) the coastal wetlands and littoral rainforests area, (b) the coastal vulnerability area, (c) the coastal environment area, (d) the coastal use area.	The hierarchy has been noted accordingly in the assessment, with Division 3 and 4 contents tabled above. Division 1 and 2 are not applicable to the subject site.	Yes

Based on the detailed analysis from above, the application satisfies the assessment criteria of the RH SEPP for Development Consent.

4.3 MARINE ECOLOGY

DPIRD Fisheries, being the State Stakeholder responsible for the conservation of fish stocks and key fish habitats, ensures that all developments comply with the stringent requirements of the Fisheries Management Act 1994 as well as the related Policy and Guidelines for Fish Habitat Conservation and Management (2013). Through DPIRD Fisheries' careful assessments and elimination of unfavourable applications during the preliminary stages of the development consent process, the sustainable

management of commercial, recreational and Aboriginal cultural fishing, aquaculture, marine parks and aquatic reserves within NSW is ensured.

In compliance with the requirements of DPIRD Fisheries and to establish the suitability of the development works to the marine habitat of the seabed abutting the 34 North Burge Road, Woy Woy NSW 2256, in respect to ecological impact, the Development Application has been lodged to the Department of Primary Industries and Regional Development – Fisheries and issued a Consent (Annexure E refers).

As a result of Fisheries' assessment of the submitted plans and the Marine Habitat Survey (Annexed A), an approval letter was issued on the 09/03/2026. With reference to the DA it stated, **"DPIRD Fisheries has reviewed the proposal in light of these provisions and has no objections provided all construction works are done without excavation and by driving piles to minimise potential disturbance to the seabed..."** These concurrences are subject to adherence to safeguards as list in Part 2.2 of this SEE. The approval also noted that **"This letter and attached plan may be forwarded to Crown Lands for their consideration in assessing your application for land owner's consent."**

An assessment of the surrounding aquatic environment has been conducted by Waterfront Survey Australia on 20 October 2025, to establish the relationship between the proposed work and the existing ecology of the intertidal and subtidal areas seaward of the subject site. Provided below is a description of the aquatic environment fronting the property as extracted from the Marine Habitat Survey (Annexure A):

The intertidal zone at The Property consisted of artificial and natural habitats. A low sandstone block seawall was present across the entire width of The Property (Photos 1, 2 and 4). The seawall was fronted by an intertidal sand flat that extended approximately 10 m beyond the seawall (Photo 4).

*The base of the seawall was colonised by scattered grazing periwinkles (*Bembicium auratum*) above a high density zone of Sydney rock oysters (*Saccostrea glomerata*). The intertidal sand flat was unvegetated. The concrete jetty piers and timber jetty head piles were colonised by a thick growth of oysters.*

*There were two species of coastal saltmarsh present just behind the top of the seawall, located to the north of the jetty (Photo 1). A small patch of bead weed (*Sarcocornia quinqueflora*) followed by a small patch of seablite (*Suaeda australis*).*

The subtidal zone within the on-site survey area of The Property consisted of a gradually sloping seabed composed of silty sand (Photo 6) that started approximately 10 m off the seawall and continued offshore to the end of the jetty head, beyond which the silty sand became moderately sloping (Photos 7 - 8). See aquatic habitat mapping in Appendix B.

*The subtidal seabed, inshore of the jetty head, was colonised by a bed of high density *Zostera* (Photos 2, 4 and 5). The *Zostera* started 6.9 m and 8.2 m off the seawall on the northern and southern sides of the existing jetty respectively; and finished just inshore of the jetty head on the northern side and in line with halfway along the jetty head on the southern side. The *Zostera* colonised the seabed within the footprint of the existing mesh jetty without any observable decrease in density from the surrounding high density cover (Photo 6). See seagrass mapping in Appendix B.*

*The soft seabed beyond the *Zostera* bed was unvegetated (Photos 7 - 8). The proposed new mooring piles and the footprint of the new mooring pen would be located within the unvegetated silty sand (Photo 8).*

*The subtidal section of the outer concrete jetty piers was colonised by brown filamentous alga and brown bubbleweed (*Sargassum* sp.). The timber jetty head piles were colonised by a high density mixed cover of brown algae (bubbleweed *Sargassum* sp., forkweed *Dictyota dichotoma*, scrollweed *Padina* sp. and turfing filamentous), solitary ascidians (*Styela plicata*), hard bryozoa (*Watersipora* sp.) and sponges.*

*The only fish observed during the on-site survey were high numbers of yellowfin bream (*Acanthopagrus australis*).*

The Marine Habitat Survey concluded with the following:

In summary, the potential impacts on the aquatic ecology at The Property from the installation of three new sleeved timber mooring piles off the front of the existing jetty head to create a new mooring pen are expected to be minimal, temporary and unlikely to cause significant damage to any marine life.

The subtidal seabed, inshore of the jetty head, was colonised by a bed of high density Zostera. The proposed new inner northern mooring pile would be located 4.7 m offshore of the outer margin of the Zostera bed. As such, the proposed development would not cause any adverse impacts to the seagrass habitat at The Property.

The three proposed new mooring piles and the footprint of the new mooring pen would be located within the unvegetated silty sand, located at least 4.7 m offshore of the Zostera bed.

The two species of saltmarsh plants at The Property were located above and behind the seawall, which is over 25 m inshore of the proposed new mooring piles.

In particular, the Marine Habitat Survey identified a Zostera bed at the subject site. The proposed mooring aid piles is specifically placed on bare substrate to avoid any shading impact on the seagrass. As a result, any potential harm to marine life is considered to be very minor or negligible. Providing consent will therefore not result in adverse impacts on the existing integrity of the marine habitat.

Based on the analysis from above, the proposal is supportable and complies with the requirements of Fisheries and their concurrence has been received, permitting the application to be lodged to Council for Development Consent.

5. PLANNING CRITERIA TABLES

This application has been designed and submitted to strike a balance between Council's planning charter and practical land use development of this foreshore site. Specific instruments applicable to this proposal are:

5.1 Central Coast Local Environmental Plan 2022 (CCLEP 2022); and

5.2 Central Coast Development Control Plan 2022 (CCDCP 2022).

An assessment of this application in context to the objectives and controls as detailed in this document are provided below in both the compliance tables and associated comments.

5.1. PERFORMANCE ASSESSMENT CCLEP 2022

The following tables and discussions demonstrate to Central Coast Council that the proposed works satisfy the specific assessment criteria set by the Central Coast Local Environmental Plan 2022.

Table 2. Performance Assessment Table to the relevant provisions of the CCLEP 2022

Required	Proposal	Compliance
Land Use Table RE1 Low Density Residential Zone and W2 Recreational Waterways Zone - Water Based Recreation Structures permitted with consent	The proposed works are permissible to the W2 zone for the construction a water recreation structure.	Yes
5.7 Development below mean high water mark (2) Development consent is required to carry out development on any land below the mean high water mark of...	The proposed works have been awarded Landowner's Consent by Crown Lands and the proposal is now submitted to Central Coast Council for development consent.	Yes
7.1 Acid sulfate soils (2) Development consent is required for the carrying out of works described in the table (6) Development consent is not required under this clause to carry out works that (a) involve the disturbance of less than 1 tonne of soil, and (b) are not likely to lower the watertable.	This land has been identified as being affected by the Acid Sulfate Soils Map and the matters contained in clause 7.1 of Central Coast Local Environmental Plan 2022 have been considered. The site contains Class 1 Acid Sulfate Soils. In this instance, the proposal works are not considered to impact on Acid Sulfate Soils. The piles are proposed to be pile driven meaning there would be no exposure of Acid Sulfate Soils.	Yes
7.3 Limited development on foreshore area (1) The objective of this clause is to ensure that development in	The proposed works will not impact natural foreshore processes or affect the significance and amenity of the area.	Yes

the foreshore area will not: (a) impact natural foreshore processes, or (b) affect the significance and amenity of the area.		
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5.2. PERFORMANCE ASSESSMENT CCDCP 2022

The following tables and discussions demonstrate to Central Coast Council that the proposed works satisfy the specific assessment criteria set by the Central Coast Development Control 2022.

Table 3. Performance Assessment Table for Proposed Works to CCDCP 2022

Requirement	Proposal	Complies
Chapter 2.12 Waterfront Structures - 2.12.2.1 General Requirements Related to Brisbane Water		
a. Development should improve opportunities and the ability to obtain easy access to the waterway to improve fishing, boating, walking and other general recreational and educational pursuits. Development must not extend into or restrict any navigation area or channel.	The new mooring aid piles would improve the ability to obtain easy access to the waterway to improve fishing, boating. In terms of the navigational aspects, Maritime consent letter dated 23/02/2026 provides that "...having minimal impact on the safety of navigation under the Marine Safety Act 1988." Annexure D refers.	Yes
b. Assessment of the visual impact of a proposed development on land to which this plan applies will be made on the basis of the requirements set out in the Character and Scenic Quality Guidelines.	The subject locality is not undergoing significant transition, nor it is earmarked for potential development that does not require development consent. The proposal is consistent with the desired and future character of the area. In terms of length the proposal it is conservative but commensurate in material, height and built form. Therefore, it is consistent with the character and compatible with the uses of the area.	Yes
c. Building materials used both in and for the construction shall include plantation grown timber and timber removed with the approval from State Forests. Mesh decking is acceptable. Buildings and structures should be non-reflective and use colours appropriate to the setting.	The proposed structures are of low profile and minimal height. Further, the proposed work will use black poly sleeves material and it is non-reflective.	Yes
d. Any existing solid fill structure which is the subject of an application for additions, alterations or replacement are to be reconstructed on piers in accordance with Clause 2.1(c) above, unless the	N/A	

existing structure has been identified as a heritage item. If not so identified, then the old solid fill structure must be removed.		
e. Water recreation structures under this Chapter are only intended to facilitate access for private boating where a reasonable depth of water can be achieved without the necessity for an extended structure. Larger vessels or keep vessels which cannot achieve water access to water recreation structures approved in accordance with those dimensions outlined within this policy are not appropriate for berthing and will need to make other arrangements.	The proposed works are for the small vessel causal berthing only. Also, this proposal is not required any physical work to the existing jetty facility.	Yes
f. Where an existing facility could be relocated to a common boundary to be used as a shared facility, Council will give consideration to permitting a facility of the same length as the previous structure depending on its merits.	Given that the nature of the mooring aid piles, shared use is not applicable.	Yes
g. The length of any water recreation structure shall: i Not exceed the average length of water recreation structures within 100 metres on either side of the subject site. ii Achieve the 'basic' length necessary to provide a water depth of a minimum 900mm or maximum 1.5 metres at mean low water at the 'jetty head'. iii Not exceed a maximum 'basic' length of a possible 50 metres with a possible 5 metres additional length (refer	N/A	N/A

Figure 3 in Appendix) and subject to approval under item (iv) below, and. iv With regard to iii) above, Council may consider minor extensions (up to a maximum 5 metres increase) to the length subject to the concurrence of the NSW Roads and Maritime, Department of Primary Industries (Fisheries), and the Department of Planning and Environment. Note: If a water recreation structure cannot reach a depth of 900mm at mean low water and with a 'basic' length of 50 metres (plus any 5 metre approved extension) it will not be approved.		
h. A water recreation structure must not be constructed of solid fill but must be constructed on piles with a minimum longitudinal spacing of three metres along the structure.	The proposed mooring aid piles is freestanding piles.	Yes
i. Water recreation structure platforms are to be constructed to a minimum height of 750 mm above the mean high-water level (1.15m AHD approximately). Excessively high jetties will not be permitted.	N/A	N/A
j. The width of a water recreation structure is to be minimum 900mm and a maximum 1.2 metres, except for community or public water recreation structures.	N/A	N/A
k. A single hand rail may be provided on one side of the structure only, with the design and construction to be such that access along the foreshore is not restricted. Handrails may	N/A	N/A

be omitted for appearance where appropriate.		
l. The construction of an "L", "T", or similar type configuration on the "water end" or 'jetty head' of the structure is permitted with an area not exceeding 9m ² for a single owner or 12m ² for a shared ownership (refer Figure 2 in Appendix). The widened end of a 'jetty head' (indicated as "Y" in Figure 2 in Appendix) shall not exceed 4m for a single owner or 6m for a shared ownership.	N/A	N/A
m. A pontoon may be permitted instead of the widened end of a jetty or wharf. The dimensions of a pontoon shall not exceed the dimensions permitted for a solid structure. The length of a jetty or wharf permitted shall include the pontoon.	N/A	N/A
n. Gates or similar devices are not permitted.	N/A	N/A
o. Lighting on any water recreation structure is to be minimal and will only be permitted where it can be shown to be essential for the safe use of the structure. Such lighting shall be neither red nor green.	N/A	N/A
p. Davits and derricks will not be permitted.	N/A	N/A

6. CONCLUSION

This Statement of Environmental Effects is submitted in support of a Development Application by the Jackson family on the property of 34 North Burge Road, Woy Woy NSW 2256, for the construction of **Two Mooring Aid Piers** seaward of their family home.

It aims to provide a succinct assessment of the proposal's relationship to the existing marine conditions at the site and the surrounding built and natural environment in terms of navigation, ecology and aesthetics while offering a causal berthing facility for the recreation craft's access & egress from the Brisbane Water.

It is again noted that the proposal will complement the use of the homeowner's existing jetty facility in providing the homeowners to berth the family's vessel along their jetty end safely and introducing the causal berthing facility into the subject site will preserve primary view lines, with the proposed structure maintaining a parallel to the foreshore. Also, this proposal is design-conservative, co-exists with both neighbours and does not obstruct their vessel access.

Crown Lands have been provided a succinct description of the suitability of the proposed facility to the site conditions and marine climate. The SEE has established that the submission satisfies the specific assessment criteria set by the Stakeholders and the works are a justified addition along the Brisbane Water to afford the homeowners an equitable, practical and safe usage of their waterfront.

Furthermore, the applicant has undertaken the required environmental due diligence in the execution of specialist surveys, i.e., the Marine Habitat Survey and Hydrographic Survey, which both provided significant inputs to the design and positioning of the proposed structures. Note that this property is not located on Coastal Wetlands or Proximity Zone according to the SEPP and should not be classified as Designated Development.

Based on the analysis conducted above, the application has fulfilled the general compliance criteria of the stakeholders and is now submitted to Central Coast Council for assessment and award of a Development Consent.

7. COMPANY DETAILS

Harbour Planning Pty Ltd:

Involved in the Marine Consulting and Contracting industry for over 48 years. Our company works predominantly along the East coast including North Coast, Lake Macquarie, Brisbane Water, Hawkesbury River, Port Jackson, Botany Bay, Georges River, Port Hacking and Shoalhaven River areas. We also have extensive experience within Sydney Harbour. Our knowledge of the waterways has been obtained by a combination of both hands-on experiences as well as through our in-house consultancy services. We submit approximately 120 to 150 applications per year, which involve liaisons with Crown Lands, DPIRD - Fisheries, Transport for NSW – Maritime and Local Council Authorities. As an aside, our professionals are multilingual and can converse fluently in Mandarin, Cantonese and Hindi.

Consultant Details:

Shirley Lee:

Diploma of Building Design and Graduate Certificate in Planning UTS – continuing – Senior Town Planner and Project Coordinator at Harbour Planning Pty Ltd.

She has risen through the ranks of consultancy, liaising with professionals and government stakeholders to assist the team in achieving favourable outcomes. Her knowledge and experience of the planning industry is embedded with marine construction and maritime culture of the river systems within and surrounding Sydney and the East Coast of NSW.

Han Hu:

Bachelor of 3D & Product Design, Griffith University and Master of Urban Design, USYD. Planning Institute Australia (PIA) Member – Senior Town Planner at Harbour Planning Pty Ltd.

He is our incumbent Senior Town Planner with a Masters in Urban Design. He brings additional management skills and design flair with an energetic passion to our current team of Planners and Architects.

Puneet Kaur:

Bachelor of Architecture, Amity University India and Master of Construction Project Management and Property Development, UNSW – Town Planner at Harbour Planning Pty Ltd.

Our newest team member is exceptionally qualified in the urban environment and like Han and Adrian, she is quickly adapting to the Maritime and Fisheries Guidelines.

Craig Turner:

Consultancy Manager

Has no formal qualifications except for evolving, since 1978, to the guidelines and the ever-changing rigours of both marine construction and marine consultancy. He has been intimating to the ever ongoing and expanding raft of requests, legislation, personalities and changes that continue through the ranks of Government and Semi Government Stakeholders.

Lyn Watson:

Office Manager and Office Mum as well as Credit Accounts Supervisor.

Lyn coordinates the interface between our clients, their initial expectations and then directs the Planners with our in-place systems to commence the processes to the numerous Government Stakeholders.

ATTACHMENT A: AERIAL LOCALITY MAP





ATTACHMENT B: ENVIRONMENTAL MAP

Supplied by NSW Fisheries





Department of
Primary Industries



Legend

Estuarine Macrophytes

- Posidonia
- Posidonia - Sparse
- Posidonia/Zostera
- Zostera
- Zostera - Sparse
- Zostera/Ruppia
- Ruppia
- Halophila
- Mangrove
- Mangrove - Damaged
- Mangrove/Saltmarsh
- Saltmarsh
- Saltmarsh - Vehicular damage

World Imagery

- Low Resolution 15m Imagery
- High Resolution 60cm Imagery
- High Resolution 30cm Imagery
- Citations
- 2.4m Resolution Metadata

Notes



1: 9,028



0.5 0 0.23 0.5 Kilometers

WGS 1984 Web Mercator Auxiliary Sphere
© Department of Trade and Investment NSW

11-Dec-2025

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



ATTACHMENT C: SITE PHOTOGRAPHS





Landward view of the subject site from the existing jetty end



Seaward view to the subject foreshore area and the existing jetty facility



Side view of the shoreline to the neighbouring jetty toward north



Side view of the shoreline to the neighbouring jetty toward south

ATTACHMENT D: THREATENED SPECIES REPORT



REPORT ON THE THREATENED SPECIES

34 North Burge Road, Woy Woy NSW 2256

Part 1 Endangered Species	
Name of Species	Effect of Proposed Structure
The Grey Nurse Shark <i>Carcharias Taurus (Rafinesque, 1810)</i>	The Grey Nurse Shark is found in the waters of Bate Bay and parts of Botany Bay; however, it is unlikely that the Grey Nurse Shark would be found in the Lake Macquarie. It is unlikely that the Grey Nurse Shark would be affected by the proposed structure.
The Murray Hardyhead <i>Craterocephalus Fluvialilis (McCulloch, 1913)</i>	The Murray Hardyhead is a fresh water fish that is common to the Murray River in Victoria. It will not be affected by this proposed structure.
The Eastern Freshwater Cod <i>Maccullochella Ikei Rowland</i>	The Eastern Freshwater Cod is a freshwater fish which is found in the Richmond River System. It will not be affected by this proposed structure.
The Trout Cod <i>Maccullochella Macquariensis (Cuvier)</i>	The Trout Cod is a freshwater fish found in southern New South Wales and northern Victoria. It will not be affected by this proposed structure.
The Oxleyan Pygmy Perch <i>Nannoperca Oxleyana Whitley</i>	The Oxleyan Pygmy Perch is a freshwater fish that would not be affected by the proposed structure.
The River Snail <i>Notopala Sublineatata (Conrad, 1850)</i>	The River Snail is a freshwater snail that would not be affected by the proposed structure.
The Green Sawfish <i>Pristis Zijsron (Bleeker, 1851)</i>	The Green Sawfish occurs mainly in the tropics from Broome to Southern Queensland with some individuals found as far south as Sydney. The Green Sawfish is a bottom dweller and is unlikely to be affected by this proposed structure as no excavation of the sea bed will be undertaken.
Part 2 Endangered Populations	
Name of Species	Effects of Proposed Structure
The Purple Spotted Gudgeon <i>Mogurnda Adspersa (Castelnau, 1878)</i>	The Purple Spotted Gudgeon is a freshwater fish found in the Murray Darling Region. It will not be affected by this proposed structure.
The Olive Perchlet <i>Ambassis Agassizii (Steindachner, 1966)</i>	The Olive Perchlet is a freshwater fish found in the Murray Darling System, Queensland, Western New South Wales, Victoria, and Western Australia. It is unlikely to be affected by the proposed structure.
Part 3 The Aquatic Ecological Community in the Natural Drainage System of the Lower Murray River Catchment	
Will not be affected by the proposed structure.	
Part 4 Species Presumed Extinct	
Name of Species	Effects of Proposed Structure

Bennetts Seaweed <i>Vanvoorstia Bennettiana</i> (Harvey) Papenfuss (1956)	Bennetts Seaweed has only been collected from two localities in Port Jackson. It is unlikely that Bennetts Seaweed would be affected by the proposed structure.
Adams Emerald Dragonfly <i>Archaeophya Adamsi</i> (Fraser, 1959)	Adams Emerald Dragonfly has only been found in four (4) localities in New South Wales which does not include the Lake Macquarie. It is unlikely that Adams Emerald Dragonfly would be affected by the proposed structure.
Silver Perch <i>Bidyanus Bidyanus</i> (Mitchell, 1838)	The Silver Perch is a vulnerable species that is freshwater. It is unlikely that the Silver Perch would be affected by the proposed structure.
Buchanans Fairy Shrimp <i>Branchinella Buchananensis</i> (Geddes, 1981)	Buchanans Fairy Shrimp is a small crustacean that is found in lakes that dry during periods of the year. It is unlikely that the Buchanans Fairy Shrimp will be affected by the proposed structure.
Part 5 Additional List of Endangered Species	
Name of Species	Effects of Proposed Structure
Great White Shark <i>Carcharodon Carcharias</i> (Linnaeus, 1758)	The Great White Shark is normally found in deep sea water off the coast of New South Wales and surrounding areas. The Great White Shark is pelagic and would be unlikely to enter the Lake Macquarie on a regular basis and therefore would be unlikely to be affected by the proposed structure.
Black Cod <i>Epinephelus Daemeli</i> (Gunther, 1876)	The Black Cod is found on coastal and off-shore reefs and islands from southern Queensland to eastern Victoria. Yet lives in the craggy seabed in areas like the mouth of the Georges River. Due to the non-excavation of the seabed, the Black Cod is unlikely to be affected by the proposed structure.
Macquarie Perch <i>Macquarie Australiasica</i> (Cuvier, 1830)	The Macquarie Perch is a vulnerable freshwater species. It is unlikely to be affected by the proposed structure.
Southern Pygmy Perch <i>Nannoperca Australis</i> (Gunther, 1861)	The Southern Pygmy Perch is a freshwater fish and therefore is unlikely to be affected by the proposed structure.
Part 6 Key Threatening Processes	
The introduction of fish to freshwaters within a river catchment outside their natural range.	No fish are to be introduced into the proposed site during construction.
The degradation of native riparian vegetation along New South Wales water courses.	There will be no significant increase in the amount of sediment and nutrients reaching into the bay during construction. There will be no reduction of the input of organic carbon, via leaves, twigs, and branches during construction. The river bank in this specific case has been replaced by a seawall and therefore cannot be destabilized. No overhanging vegetation will be removed resulting in loss of shade and shelter for fish.
The installation and operation of in-stream structures and other mechanisms that alter natural flow regimes of rivers and streams.	There will be installation of in-bay structures and other mechanisms, however, they are in keeping with the existing marine structures and subsequently would not alter the tidal flow of the river.

ATTACHMENT E: STANDARD EROSION & SEDIMENT



STANDARD SEDIMENT AND EROSION CONTROL DETAILS

34 North Burge Road, Woy Woy NSW 2256

Waterfront Facilities –

Generally:

1. Where tidal movement allows, materials are to be delivered by barge so as to not disturb the seabed.
2. Barges are to be moored in deep water where possible so as to not disturb the seabed.
3. Anchors should only be used as a last resort for mooring of barges.
4. Barges must have floating oil boom catching equipment in the event of any hydraulic leaks into the waterways.
5. Any land-based excavation into the seawall should be carried in a manner so as to protect the waterways from soil overflow i.e.: bunding/ hay bales.

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ATTACHMENT F: CONSTRUCTION MANAGEMENT PLANS



CONSTRUCTION MANAGEMENT PLAN

34 North Burge Road, Woy Woy NSW 2256

Before start of construction:

1. Erosion & sediment control details to be installed before any site disturbance takes place.

Site access

Barge/Boat access to the site must be via a single-entry point that is stabilised to prevent tracking of sediment into the waterway.

Measures taken during construction period of watercraft facility

(Jetty, ramp, pontoons, skid ramp & berthing areas)

2. Where tidal movement allows, materials are to be delivered by barge so as not to disturb the seabed.
3. All materials are to be stored on barge.
4. Barges are to be moored in deep water where possible so as to not disturb the seabed, spud (pole supported) style.
5. Anchors should only be used as a last resort for mooring of barges.
6. Barges must have floating oil boom catching equipment in the event of any hydraulic leaks into the waterways.
7. Any land-based excavation into a seawall should be carried in a manner so as to protect the waterways from soil overflow i.e.: bunding/ hay bales, seaward floating booms.
8. Any disturbance to the existing structures or seabed shall be reinstated to original condition prior to site disestablishments.

Materials used for construction

1. All floating devices are to be prefabricated at the factory so no unnecessary noise or odours are produced on site.
2. All small batch concrete is mixed, in a concrete mixer prior to installation into piers (inshore) so that no concrete slurry leeches into water. Large batch concrete is delivered, pumped after mixing offsite.
3. All steel components are to be treated with hot dipped galvanised agents so that steel fasteners do not rust and therefore do not leech minerals into the sea bed or river.
4. All timber to be used in construction is Australian hardwood. It comes from private plantation and is not purchased from the state forest.

Construction Methodology

- **250 HDPE POLY PE 100 SERIES 1 PIER**
- **300mm Toe Turpentine Pile**

1. Site information is limited and the descriptions of the materials and conditions on site may vary. No guarantee is given that those site conditions encountered will not vary across the frontages.
2. The contractor shall be responsible for assessing the information provided and conducting any further investigation they may deem necessary, further contact for confirmations care of Engineer.
3. Piles to be installed using appropriate plant and techniques using an experienced and skilled licensed piling, crane or excavator operator.
4. Supply piles in one continuous length. Piles are not to be spliced unless approved by engineer in writing.
5. The founding level at the toe of the piles shown on the drawings are indicative only. These levels do not necessarily represent the actual founding levels. Engineer to confirm onsite.
6. All socketing/driving depths to be as specified. The contractor shall determine the pile lengths into rock or sediment to achieve adequate bearing.
7. Drilled socket holes to have a diameter slightly less than the diameter of the pile to ensure that pile is hard up against foundation for its full depth and circumference (Turpentine Piles) 1.2 - 1.5mt into rock, subject Eng. and Geo. information.
8. No excavation or jetting of piles shall be permitted.
9. The nominated pile design capacities and embedment are to be achieved. Engineering to confirm.
10. Pile records shall be sufficient to satisfy the engineer that the foundation requirements have been achieved; pile embedment have been reached and that the pile design capacity has been reached.
11. Leave bark on all exposed turpentine piles. Paint top 1.2mt of pile white.
12. All timber pile heads to be ringed with a snug fit gal steel ring 50mm fitted.
13. If the seabed is rock or there is not sufficient overburden to achieve sleeve penetration, then core drill the pile diameter to 0.6 - 0.8mt deep and socket the pile sleeve into sound rock (Poly Piers).
14. Contractor shall establish the ground conditions and determine poly pier lengths in advance.
15. 50 MPA concrete. Poly Pier minimum wall thickness 6.0mm. Prepare and clean rock surface level.
16. Remove all loose seabed material from out of the drilled pier hole base to achieve a firm fit/bond.
17. Concrete shall be continuous pour by tremie. Without penetrating of the Poly Pier to install any attachments or bolts.
18. The design assumptions are shown on the drawings. Conditions may vary. The contractor shall make their own assessment of the geotechnical conditions. The contractor shall be responsible for assessing the information provided and conducting any further investigations they may deem necessary to ensure proper founding of the piles to ensure the design pile loads are achieved. Engineer to confirm.

Harbour Planning Pty Ltd

ATTACHMENT G: ABORIGINAL HERITAGE INFORMATION MANAGEMENT SYSTEM (AHIMS) SEARCH RESULT



AHIMS Web Services (AWS) Search Result

Your Ref/PO Number : 34 Nth Burge Rd, Woy Woy

Client Service ID : 1132514

Craig Turner

Date: 25 May 2026

PO Box

Cronulla New South Wales 2230

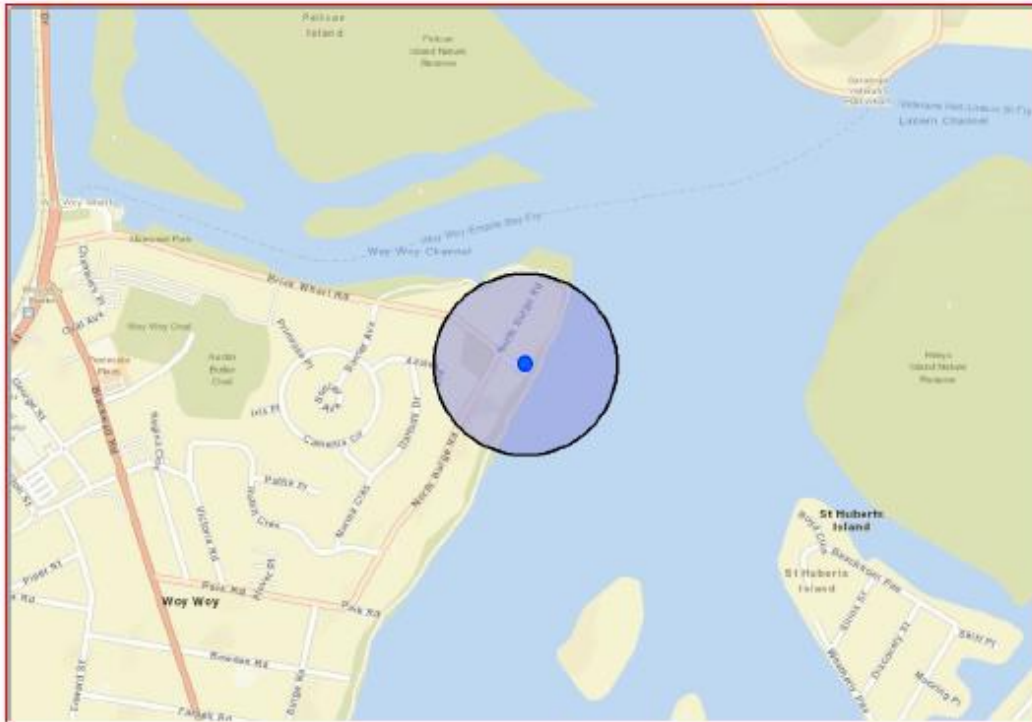
Attention: Craig Turner

Email: planner@harbourplanning.com.au

Dear Sir or Madam:

AHIMS Web Service search for the following area at Address : 34 NORTH BURGE ROAD WOY WOY 2256 with a Buffer of 200 meters, conducted by Craig Turner on 25 May 2026.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *



HARBOUR PLANNING

WATERFRONT CONSULTANCY

