



View sensitivity

1. The proposed development is not significantly visible from any public domain viewing location other than the waterway and Wallys Wharf and boat ramp.
2. The site and the proposed development have a small visual catchment.
3. It is not substantially exposed to general Port Hacking users.
4. The site does not form the major feature of most views.
5. It does not form an important feature of views from major roads.
6. It is visible at close range to recreational users of the waterway.
7. It is visible at medium distance range from Wallys Wharf and boat ramp.
8. It is within an area that is generally considered to be of high intrinsic scenic quality.

Viewer sensitivity

1. The proposed development would be visible from close range from a number of residences. It would partly change the existing composition of the view of part of Dolans Bay.
2. Most residences are significantly elevated above the water level and would retain views over the proposed extended marina.
3. There would be some view loss of the far shoreline of Dolans Bay from the waterfront recreation areas of the residences along both the western and eastern shoreline of Dolans Bay.
4. There would not be any significant effect on the existing views in the south and southeast direction toward the Hacking River and National Parks for most of the residences.

6.0 Significance of impacts

The significance of impacts was derived from the extent of change discussed above, by weighting the overall extent of visual changes, according to any aspects that would increase or decrease the importance of the changes identified, compared to the extent of change. The weighting is necessary so as to acknowledge that change alone is not a criterion of visual impact. For example, a small change that is important could be of greater significance as an impact than a larger change that is of lesser importance. The weightings applied included the following:

6.1 Visual Sensitivity

The scenic location of the development site is considered to slightly increase the importance of the visual impacts of the development proposed, however the highest viewer sensitivity would be attributable to a small number of private viewers and the site is of low visibility to the public domain generally, decreasing visual sensitivity overall. The visual sensitivity of the site overall was therefore rated as moderate. No extra importance would be given to the extent of the visual change caused. The assessment of the significance of impacts overall was unchanged on this criterion, ie. the significance remained moderate, the same as the extent of the visual effect.

6.2 View Loss and View Share

The development is not considered to cause unacceptable view loss or inequitable impacts that would be considered unreasonable in terms of view sharing. The assessment of significance of the effect of view loss was therefore down-weighted on this criterion, ie. the significance of the moderate effect on some private views was considered not to be of overriding importance.



6.3 Overall significance of Impacts

Overall it is considered that the proposed development while responsible for both qualitative and quantitative changes to the immediate environment of the existing marina has low to moderate impacts that are acceptable.

7.0 Conclusion

The visual character of the proposal is not qualitatively different from the existing situation, the activity having been a feature of the location for many years. The visual character of the setting and its relationship to the landscape and shoreline would be unchanged. The visual catchment is confined to a part of the main water body of Burraneer Bay and Dolans Bay, within which there are a variety of viewing opportunities. There are no substantial views from roads, but there is visual access from some residences on the foreshore and lower slopes. From these, the existing visual composition would generally remain unchanged; there would be an increase in the concentration of boats in a smaller area. There would be only moderate impacts on the intrinsic visual character. Only close views from the foreshore of the residential area immediately adjacent to the site, would change significantly in composition.

The visual fit of the development to the locality was judged to be high and the visual sensitivity to be moderate, given the existing character of the site. View loss as a result of the development would be minimal, and would be restricted to some viewing locations at close range to the marina development on the waterway, where it may be possible that the proximity of the boats could screen some views to the foreshore. A similar effect would be experienced by the few residences located at water level in the immediate vicinity of the site.

Given the extent and character of the waterway and the modest scale of the marina structure, it is not considered that this constitutes a substantial visual impact. There would also be some restriction in views from water level from private properties adjoining the development. However, the associated residences from which fixed views are available are considerably elevated above the site and would maintain views over and beyond the development, which would be a modest scale foreground element.

As such it is considered that the visual impacts of the development would be acceptable.

Please do not hesitate to contact us with any questions or comments.

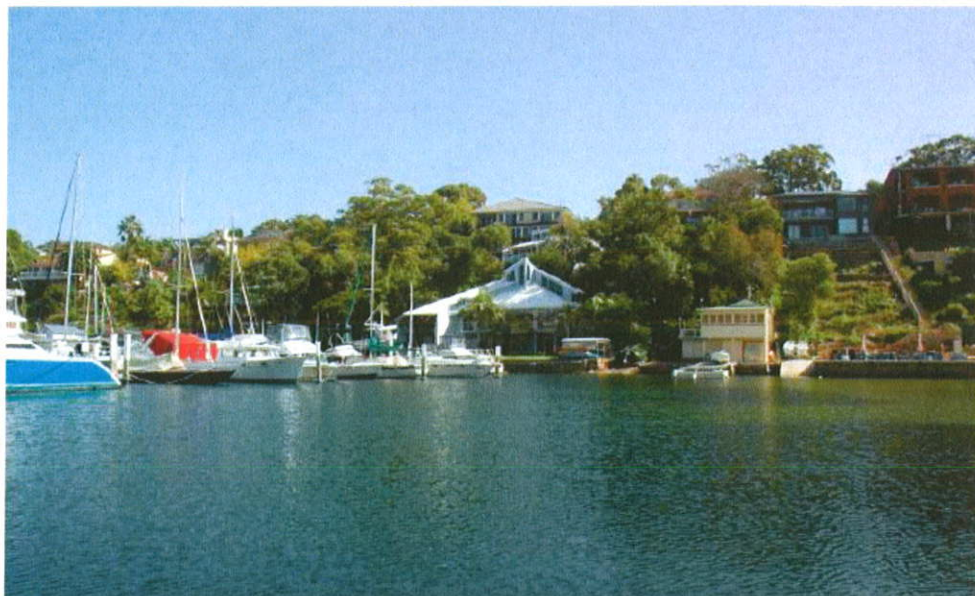
Yours sincerely

Dr Richard Lamb

Richard Lamb & Associates

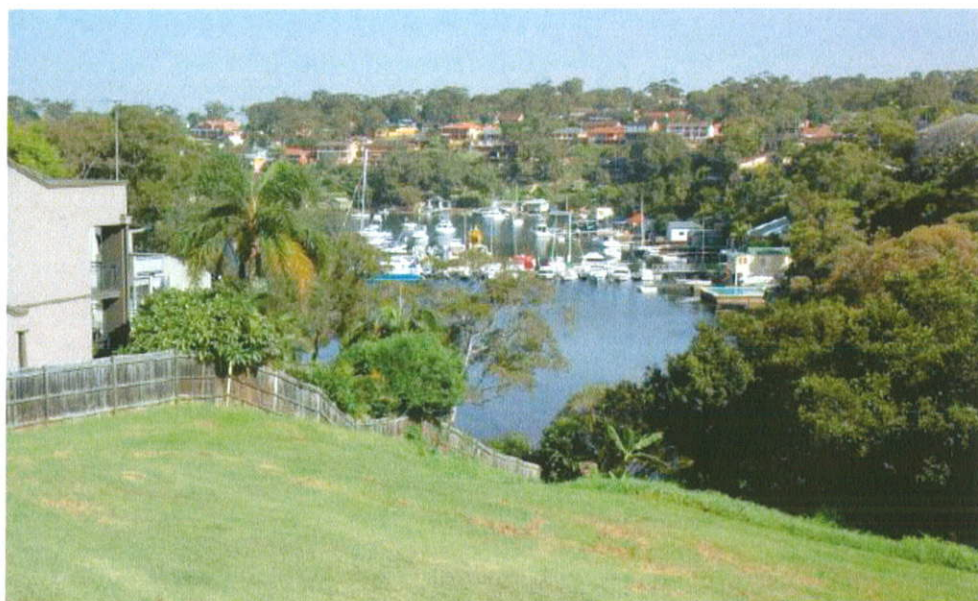


Appendix A: Photographic Plates



Photographic Plate 1: View to the existing marina from the water

The proposed land based component of the existing marina is not proposed to be altered as part of the marina extension application.



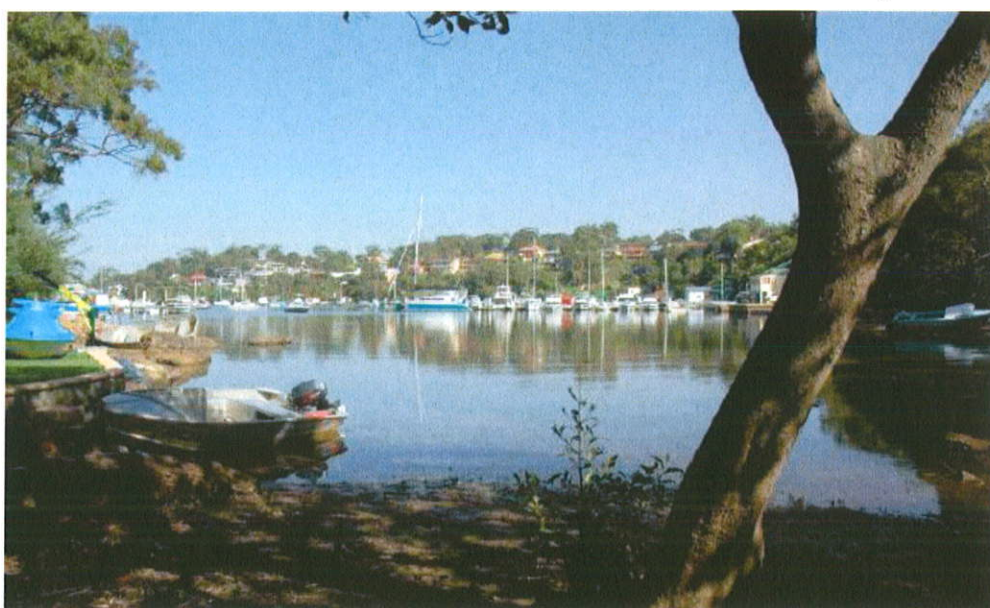
Photographic Plate 2: View from Carmen Place Reserve

View to the existing marina from one of the few public viewing locations within the vicinity of the site.



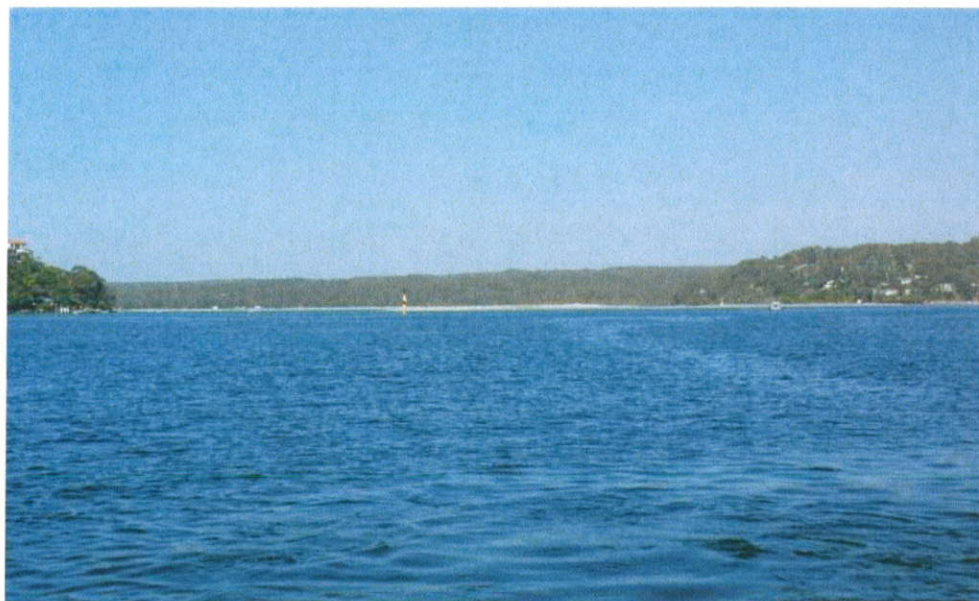
Photographic Plate 3: View from the water toward the head of the bay and Carmen Place Reserve from the existing marina

There would be no change in the visual character of this view as a result of the proposed marina extension development.



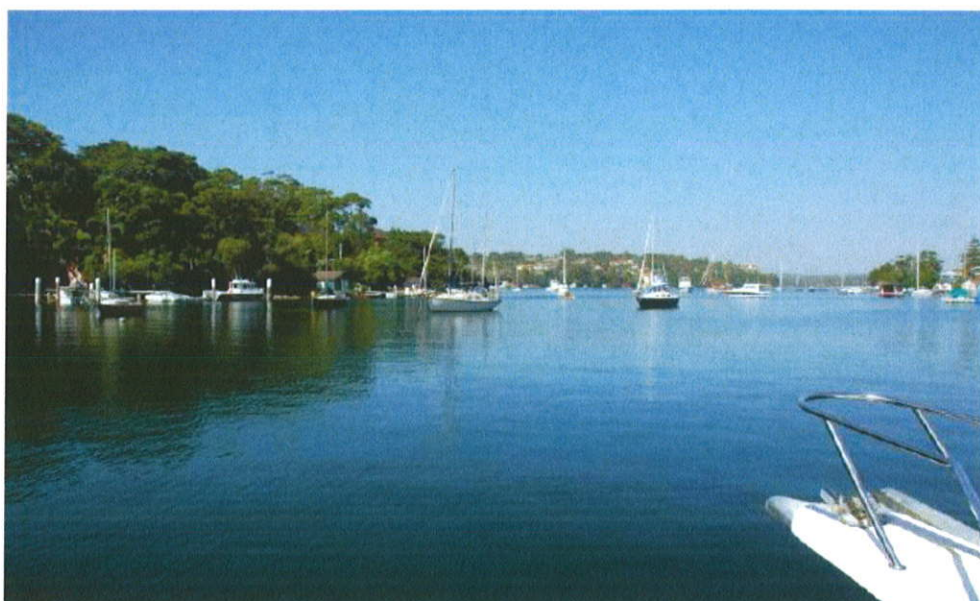
Photographic Plate 4: View from the head of the bay towards the existing marina site

The proposed additional vessels and marina extension would be visible in the middle ground of this view. The additional vessels within the marina would extent further to the east within the bay.



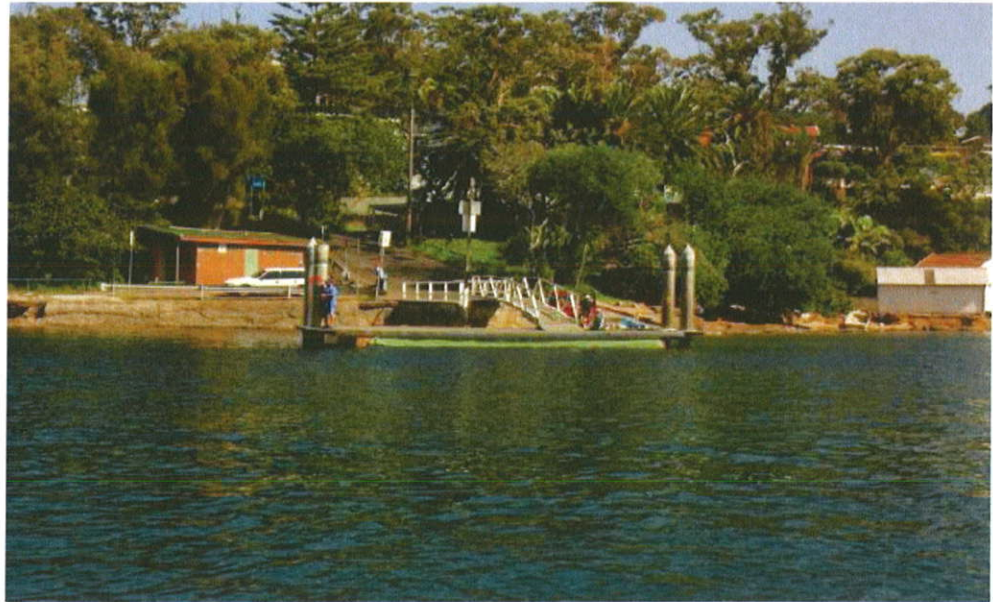
Photographic Plate 5: View from the southern part of Dolans Bay towards the National Park

The view towards the National Park is one of the more scenic views within the area of the site. This view would not be affected as a result of the proposed development.



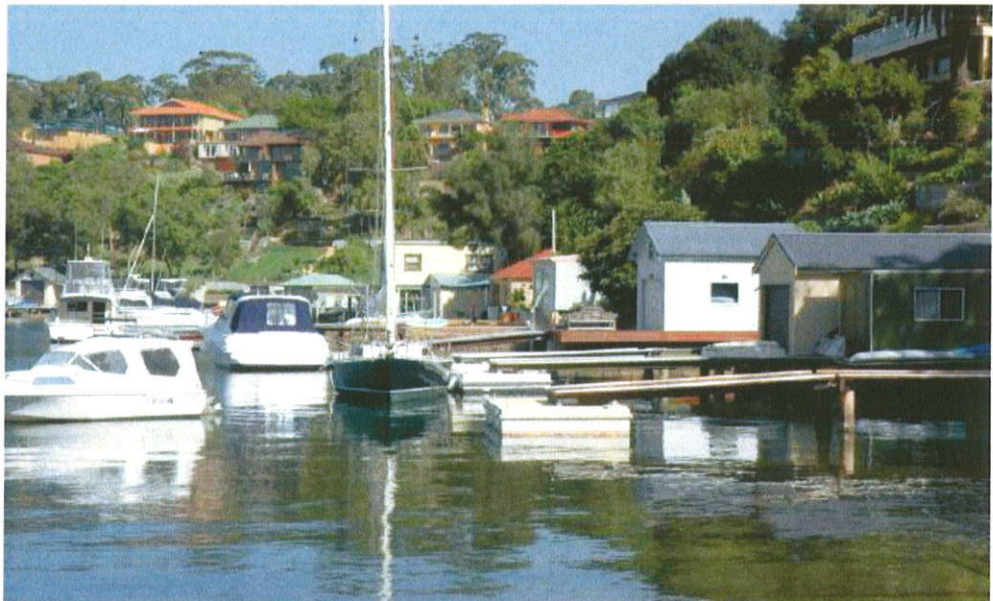
Photographic Plate 6: View south from the existing marina facility

The proposed marina extension would replace some of the swing moorings in the foreground of this view with vessels berthed within the marina.



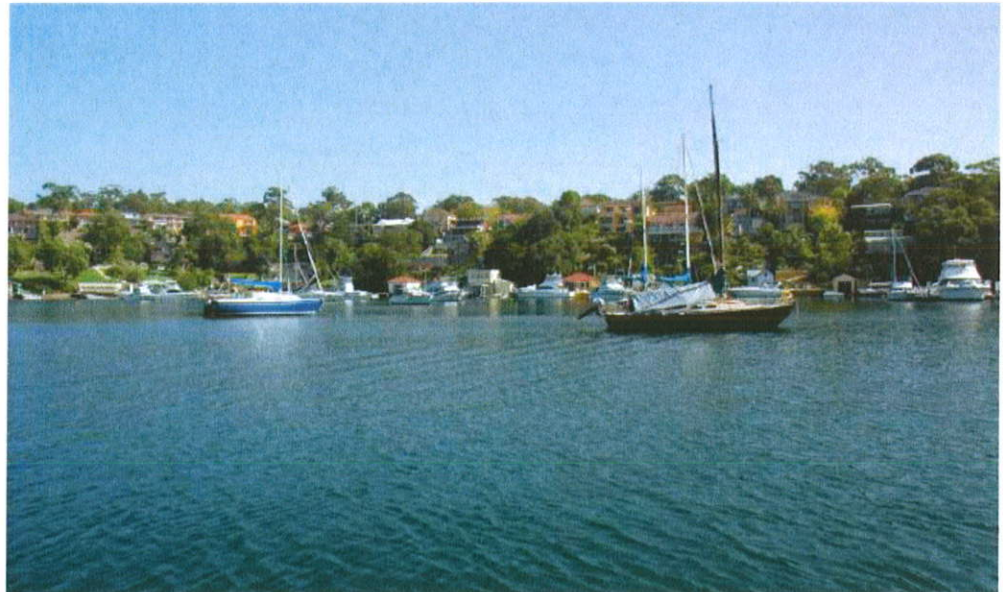
Photographic Plate 7: Public Wharf as visible from the water

The wharf is one of the few public viewing locations, with the exception of the surrounding waterways, from which the marina extension would be visible.



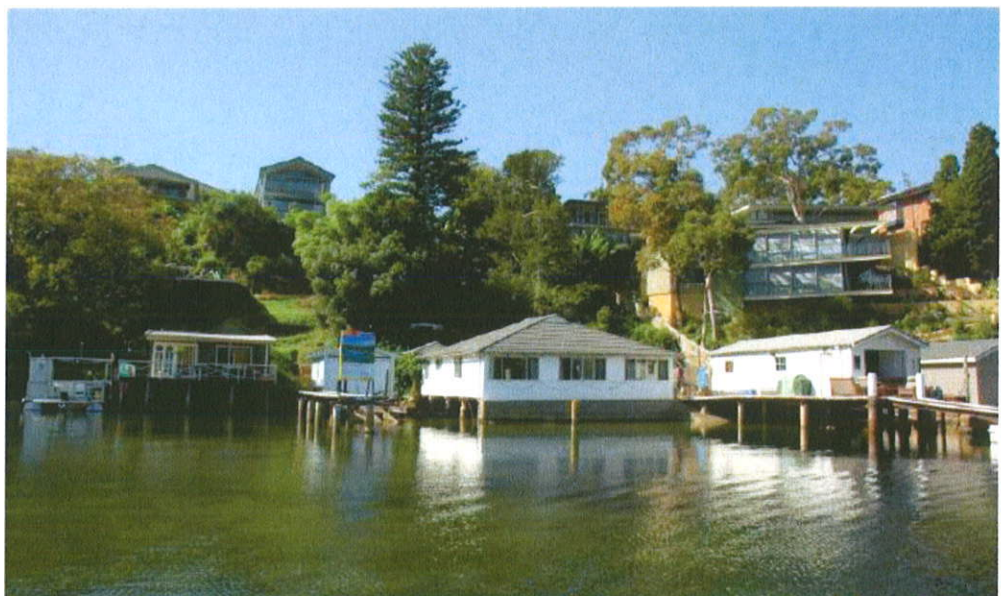
Photographic Plate 8: View south west from the existing marina

This view is visually dominated by private boats, boatsheds, pontoons and jetties associated with the residences located on the foreshores of Dolans Bay.



Photographic Plate 9: View to the western foreshore of Dolans Bay

The character of the bay, as evident in this photograph, is dominated by the abundance of private boatsheds, boats, pontoons and jetties at water level and private residences located higher on the slopes.



Photographic Plate 10: View to properties on the eastern shore of Dolans Bay

On this side of the Bay there remain some dwellings that are located at water level as opposed to higher on the side slopes which is more common in the area generally.