



Environmental Assessment

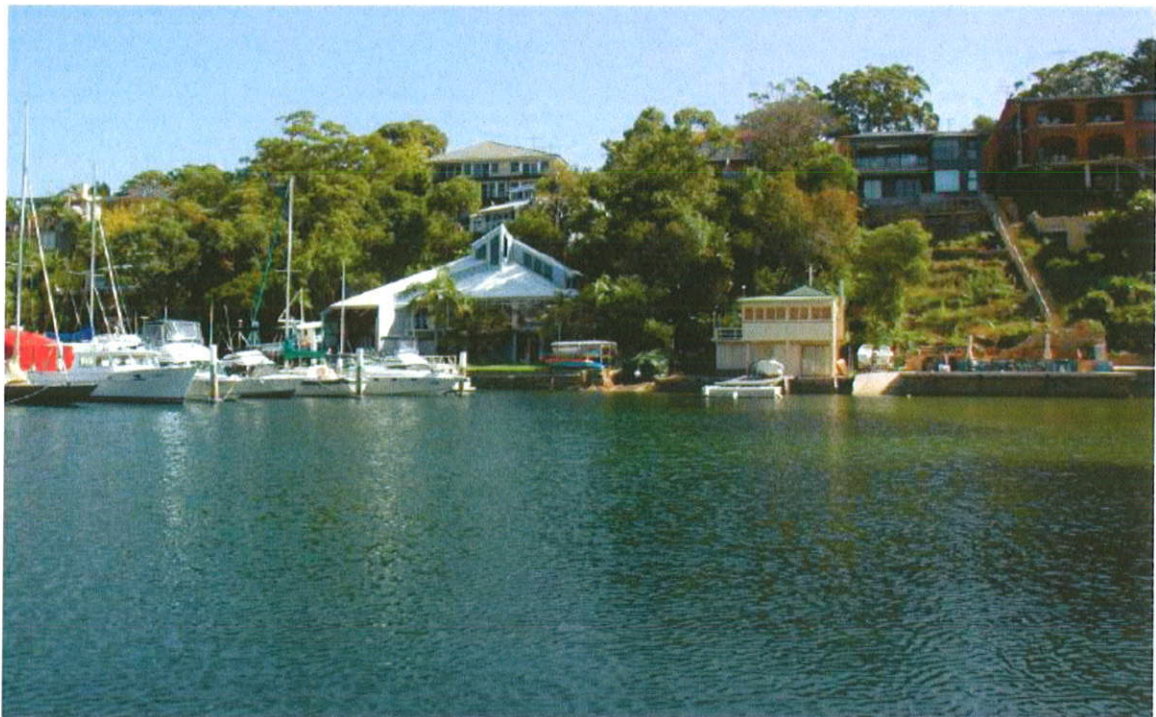
Dolans Bay Marina

Appendix 6

Visual Impact Assessment by Richard Lamb & Associates Pty Ltd



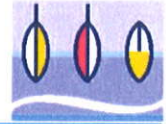
APPENDIX 6 - Visual Impact Assessment by Richard Lamb and Associates Pty Ltd



Proposed Extension, Dolans Bay Marina Preliminary Advice on Visual Impacts Issues

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BSc PhD

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12 May 2009

Mr Harry Standen
Dolans Bay Marina
74 Parthenia Street
DOLANS BAY NSW 2229

cc Mr David Crane
David Crane and Associates

Dear Harry

Dolans Bay Marina- Proposed Extensions Visual Impact Assessment

As requested, we have conducted our initial assessment of the proposed extension to the existing marina facilities at Dolans Bay Marina. We visited the site on 9 March and 16 April 2009 and made an assessment of the potential visual catchment, visibility and character of the existing and proposed future development from the public domain. We also carried out an assessment from the waterway with assistance from you in arranging a boat for us. We did not visit any residential properties; however, we made assessment from the water from locations very close to the foreshores of some of the properties.

This report consists of an assessment of the likely extent and significance of the visual impacts of the proposed development on public and private viewing locations. The subject site has visibility to parts of Dolans Bay and therefore the public domain includes the waterway, foreshores and reserves within the visual catchment. While the public domain is of greatest concern, the assessment also considers the effects of the development on views from private locations, in particular dwellings close to and to the north, east and west of the site. The foreshore of Dolans Bay is predominantly privately owned; there are few public domain land-based viewing locations from which there is visibility of the site.

1.0 The Development Proposal

The proposal is for the extension of the marina facilities at the existing Dolans Bay Marina site at 72 Parthenia Street, Dolans Bay. The proposed development is to relinquish all of the 22 swing moorings owned by Dolans Bay Marina and to extend the existing marina facilities from 29 fixed berths to 91 fixed berths. The land based facilities presently consists of a slipway, a two storey marina building comprising of a workshop, office, toilets and a shop, a fuel tank, car park (10 spaces), and an inclinator and pedestrian path. A storage area is included as part of the proposal.

The existing marina facility is in the form of a series of floating pontoons forming an L shaped structure with a total of 29 vessels on wet berths on both sides of the pontoon. The vessel sizes within the existing marina facility range from 6-13m. The swing moorings in Dolans Bay that are owned by the marina cater for 5-13m vessels. The other existing associated services include 3 fuel browsers. There is no sewage pump-out facility within the marina.



Map 1:
Visual catchment of the
proposed extension of the
Marina

Approximate limit of the
proposed extension

Approximate extent of potential
visual catchment





The proposed extension is in the form of two arms. The first arm (the western arm) is an extension of the north-south spine of the existing pontoon further to the south. This proposed extended arm would accommodate a total of 32 vessels of up to 12m length. A proposed second arm (the eastern arm) would connect to the existing north-south spine. The connection is facilitated by a pontoon which is perpendicular to the existing north-south spine for a short distance after which it kinks at a 45° angle and joins with the proposed new eastern arm. The eastern arm is proposed to accommodate 15 vessels of up to 12m length, 9 vessels of up to 14m length and 6 vessels of up to 16m length. A 14m berth is also proposed on the northeast side of the kinked portion of the connecting pontoon between the existing north-south spine and the proposed eastern arm.

The distribution and location of vessel size is partly governed by the requirement of water depth. The larger vessels up to 14m and 16m lengths are proposed to be located on the eastern side of the proposed eastern arm. The 16m vessels are proposed to be located closer to the southern end of the east side of the proposed eastern arm.

The head of the Bay is gradually silting up and there is lack of sufficient water depth on the north side of the existing east-west spine of the existing marina for larger vessels. You have also indicated to us that there is a possibility in the future of moving the vessels moored on the north side of the existing east-west spine to other locations within the proposed extension due to the silting problem and possible future reduced water depth.

We understand that the proposed development is a Major Projects Application and the determining authority is the Minister for Planning. We also understand that the proposal requires extending the existing waterway lease boundary and that you would submit a request for the same and for Land Owner's Consent to the NSW Maritime Authority.

2.0 Documents Consulted

For the purpose of preparing this assessment and initial advices, the following material has been considered:

1. Draft Planning Report and Project Application, Proposed Dolans Bay Marina Expansion, 72 Parthenia Street, Dolans Bay, prepared by David Crane and Associates, dated August 2008
2. Updated plan for the proposed extension.
3. Port Hacking Management Plan, Sutherland Shire Council, October 1992.
4. Sutherland Shire Local Environmental Plan 2006.
5. Sutherland Shire Development Control Code 9.2/04 Edition 3 – Waterfront Development.

3.0 Visual Context and Character of the Environs

3.1 Natural and Built Context

The landscape setting of the site is within the visual catchment of Dolans Bay, a part of Burraneer Bay. The site for the proposed marina is located on the north-western shore of Dolans Bay. The landform of the Bay is typical of this part of the Port Hacking River system. The surrounding slopes are relatively steep and the foreshores consist of a narrow strip of land. The relatively steep terrain and narrow shape of Dolans Bay leads to a restricted visual catchment for the site. The catchment is confined largely to the waterway and those residences located within the bay, especially those located on the northern, western and eastern shoreline (see Map 1). There is visibility of the site from Wallys Wharf and the boat ramp located at the southernmost tip of the Bay. There is distant visual exposure of the



general vicinity of the site to land on the south east side of Burraneer Bay and a narrow cone of view including part of the Hacking River toward Bonny Vale and Bundeena.

The site is set in the residential context of Dolans and Burraneer Bays, which are visually dominated at water level by maritime elements, such as boatsheds, baths and jetties, ramps and pontoons. The slopes of the Bay feature the visual presence of residential developments, mainly consisting of detached housing. Most of the dwellings within the Bay are of a large scale, although their bulk is partially screened from the water by both native vegetation and cultural plantings.

Cameron Reserve is located at the Head of the Bay, to the north of the site. The major part of the Reserve is at elevated levels that do not provide significant views of the waterway or the subject site. The foreshore part of the Reserve is narrow and confined by the presence of properties on both its eastern and western sides. There is no formal public access to it. It is characterised at low tides by mud and silt through which a storm water drain runs. At high tide the foreshore is not accessible other than by boat. The foreshore above tidal influence is densely vegetated, but significantly invaded by woody and undergrowth weed species. There are minimal view opportunities for the public through this vegetation.

3.2 Existing visual character

The waterway in the areas surrounding the proposed development site is presently characterised by the prevalence of swing moorings, both private and commercial and moored boats of various scales, as well as the presence of the existing Dolans Bay Marina. The marina contains vessels in wet berths and on swing moorings that cover the range of vessel sizes proposed. A high presence of vessels and maritime facilities of various kinds is a characteristic of Dolans Bay generally. Wallys Wharf and boat ramp are also part of the visual context of the site.

The character of the Bay is highly confined and the northern and southern headlands which mark the entrance to the Bay limit the visibility of the interior of the Bay and the site from the Port Hacking River and the distant headlands of Burraneer Bay, Maianbar and Bundeena.

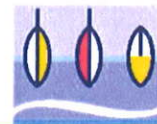
3.3 Future visual character

The existing confined nature of maritime development in the bay would not be significantly changed by the proposal. In most views the future character would closely conform to the existing situation.

The close range visual character of the Bay would be altered as a result of the construction of the proposed development. This would be as a result of a new and extended form of mooring structure being introduced to the immediate area. There would not be any change to the intrinsic character of the existing marina or the way vessels are accommodated, but the development would occupy a greater area of water, be larger in scale and in overall vessel sizes and be occupied by a larger number of vessels.

There would be relinquishment of 22 swing moorings which are the total number of swing moorings owned by Dolans Bay Marina. Some of these are in the immediate vicinity of the proposed extension and others some distance away, predominantly to the south east. The relinquishment of the moorings would result in a decrease in the area occupied by swing moored vessels and an increase in the area of open water to the south east of the subject site, but would also make space for part of the extension.

The marina berths on two parallel arms would appear as a denser and partly more linear arrangement of moored boats than presently exists. There would be some opening up of the waters of the Bay due to the relinquishment of the 22 swing moorings, but, at the same time there would be an addition of



approximately 40 boats within the Bay as a result of the proposed marina extension. The proposed marina would make both a qualitative and quantitative change to the visual character of the Bay which is at present characterised by a mix of swing moorings, small scale maritime facilities along the shoreline and a small scale marina, by increasing the size and area of the marina component and the number of vessels present overall. The fairway between the proposed western and eastern arm would provide for a visual relief in the denser arrangement of the boats within the overall facility and within the visual context of the waterway of Dolans Bay.

Notwithstanding, the nature of the activity of the marina would be the same as has been conducted within the site and this part of the Bay for many decades. The intrinsic visual character of the site would be moderately affected by the proposal. Although it would be apparent to the viewer familiar with the close range views of the existing setting that there had been a change in the arrangement of mooring facilities, there would not be an introduction into the visual catchment of elements unexpected or out of character within the area. The change would in other words be compatible with the existing setting.

As is indicated in more detail below, there would be little evidence of the development in the predominant views from the public domain. In close range views from the private domain by comparison, the development would make a significant change to the immediate setting, with a higher density of vessel accommodation having some specific visual effects on views.

3.3 Visibility

3.3.1 Viewing places (visual catchment)

To assess the visual impacts which would be experienced by viewers, a view point analysis was conducted. This consisted of visiting the site and locality and assessing the likely impact on views from a selected series of locations. The locations were selected to represent the kinds of viewers' experience of the development that would exist in the immediate area. Locations that represent the main kinds of viewing areas that would be affected were visited and photographed. The photographs were taken with a digital 35mm format camera set to simulate a focal length of 55mm, to approximate the correct proportions of the elements of views as experienced by the human eye. Some of these photographs are included within this report. At each viewing place a series of observations and assessments were made as to the potential visual effects and impacts of the proposed extension of the existing marina. A variety of other locations were also visited to ascertain the extent of the catchment and the characteristics of the views. The view point analysis included a variety of location on the waterway which were visited by boat.

The effective visual catchment of the site is shown below (see Map 1). The effective catchment is the area within which the development would be sufficiently visible and identifiable for there to be a potential for visual impact. It is largely confined to parts of Dolans Bay itself and to part of the suburb of Burraneer Bay. Within the effective catchment there are limited locations in public places from which there are views of the site. These locations are mostly restricted to the waterway and Wallys Wharf and boat ramp to the south of the site. The majority of the shoreline of Dolans Bay is privatised and there is no practical public access to it. There are views from the residences along the northern, eastern, western and south western shoreline of the Bay.