



3.3.2 Position and sequence of views

Roads

There are no substantial views of the proposed marina site from roads in the Dolans Bay and Burraneer Bay areas. No views to the site are possible from the major road networks such as Woollooware Road, Gannons Road or Port Hacking Road. It would be possible to obtain some glimpses through vegetation and between dwellings from limited locations within a few residential streets in these areas. These streets include Goobarah Road, Trevalsa Place and Shell Road within the suburb of Burraneer Bay. All of these streets are inaccessible to through traffic and would be used by residents only. Limited viewing places are also located within the suburb of Dolans Bay and glimpses of the site from residential streets are minimal. Most of these views would be available from the very southern end of Gannons Road and one or two of the streets in its vicinity including Irwine Road. From the few locations from which the site could be seen from roads, the view is restricted by foreground residences and vegetation. No views contain any significant proportion of the total proposal.

In all of the views discussed above the view composition would be unaltered by the inclusion of the proposed marina structure. From these viewing locations there would be no obstruction of views to the foreshores or slopes of the Dolans Bay area. While it would be possible to view some of the vessels moored at the marina, it would be difficult for the viewer to distinguish these vessels from those on swing moorings.

It is possible that there are some views from residential streets that have not been documented in detail in this report. Despite this, from our knowledge of the area, we would expect views from roads to be minimal. Any glimpses to the site by motorists that may occur, would not appear out of character within the existing visual context.

Residential Areas

The existing marina facilities and moored vessels and thus the location of the proposed marina would be visible from some residences located along the northern, eastern, western and south western shoreline of Dolans Bay. It would also be visible at considerable distances from some residences in a restricted section of Burraneer Bay. The likely extent of the area within which any realistic impacts could occur is shown within the visual catchment boundary shown on Map 1. With the exception of the dwellings in Parthenia Street, Gannons Road and Irwine Road which are located in the immediate vicinity of the proposal, the development would be in the middle distance or distant part of the view when seen from most residences.

All dwellings with views of the development, including the close ones, also have access to extensive views that contain wide expanses of Dolans Bay, Burraneer Bay and part of the Port Hacking River. These views include vegetated slopes and residential land, foreshores of varying characters, as well as a variety of maritime developments. These views would be largely unaffected by the proposed marina extension because of the elevated position from which the views are experienced and the restricted area occupied by the proposal.

There would be a change in the composition of the view for the potentially affected residences along the near eastern, western and south western shoreline of the Bay. The marina would have little effect on the scenic features of the views to the far shore, the bay generally or of the Hacking River and National Park to the south east.

The potential view loss effects of the proposed marina compared to the existing access to views from residences is explained in more detail below.



a) *Residences within close range along the western shoreline of the Bay (Parthenia Street)*

The potentially affected residences are highly elevated above the water level and their visual experience would be continued and unaffected by the proposed development. However, there would be some view loss from their water level recreational areas and boat sheds. From these locations parts of their views in the northeast to east direction may be obstructed by the proposed denser arrangements of the boats. This potential view loss would include parts of the waterway within Dolans Bay and the northern and eastern shoreline and the foreshore. In some cases, views from the waterfronts of the properties are already obstructed by the presence of boats moored within their own private maritime facilities.

For approximately 2 properties immediately to the southwest of the existing slipway at the site, there would be some potential view loss of the Port Hacking River channel and parts of the foreshores of Simpsons Bay to the southeast from the water level parts of the properties.

b) *Residences within close range along the northern and eastern shoreline of the Bay (Gannons Road, Irwine Road, Yeramba Avenue)*

The existing view access from the residences located along the western and south western shoreline of Dolans Bay is significantly more expansive compared to those available to the residences located along the northern and eastern shoreline of the Bay. There are also a small number of residences located at the water level along the eastern shoreline of the Bay. There would be loss of view of part of the western shoreline, foreshore and waters of the Bay from the residences located at water level and from the recreational areas and boat sheds at the water level of the elevated residences. Views from the elevated residences, which predominate, would be available over the proposed marina extension. We understand that as properties with remaining habitable boatsheds and residences are redeveloped, they are no longer permitted to have permanent residential accommodation at the waterfront and as such, this usage is declining, as is the significance of any view impacts on the properties.

c) *Residences within close to medium distance range along the southern and south western shoreline of the Bay (Parthenia Road, Port Hacking Road)*

There would be potential view loss of the northern part of the Bay and parts of the northern and eastern shoreline of the Bay from the water level recreational areas and boat sheds of the residences located to the southwest of the site on Parthenia Street and Port Hacking Road. Views from the elevated residences would be unaffected.

Recreation Areas

There are very few recreational areas, with the exception of the waterway itself, within the visual catchment of the site. Virtually all of the foreshores of Dolans Bays are utilised by private residences which extend to the waters edge and many of which have structures associated with water use, in the form of wharfs, boatsheds and pontoons.

There are only two areas within the visual catchment that allow public access to the foreshores to some extent and as such make available views to the proposed marina site. These include Cameron Reserve at the head of the Bay which does not have any formal public access and Wallys Wharf and boat ramp at the eastern terminus of Port Hacking Road South. The former is not a highly used public area due to its confined location, access along the back of residential properties, and its neglected condition especially in the area closest to the water. The latter is used primarily by people boarding vessels and also as an informal recreational fishing location.



Both the Cameron Reserve and Wallys Wharf viewing locations are some distance from the proposed site and the views from them are partially obscured by the swing moorings and maritime developments along the shorelines of the Bay.

From Wallys Wharf and boat ramp the proposed development would be partly visible and seen within a visual context that is already comprised by moored boats and although the proposed marina would appear as a more formalised arrangement of vessels, overall there would be little change to the composition or character of the view.

There would be distant visibility from Bonnie Vale recreational area of parts of the proposed development. However, the extent and details of the marina extension would not be discernible from here due to the significant distance between the two locations.

The Waterway

The site is quite a recessive one in the visual context of Port Hacking overall, being out of sight from the main river channel and designated recreational areas. The marina site is also located within a narrow bay.

The view from the waterway can be experienced from within Dolans Bay and the southernmost part of Burraneer Bay. Views in Dolans Bay would be available to the users of boats moored in the immediate vicinity and also those entering and leaving the Bay from Burraneer Bay. The proposed marina would have high visibility from within the Dolans Bay section of the waterway.

The marina would be partially obscured from viewers within the southern and south eastern part of Burraneer Bay due to the presence of swing moorings and other small scale private maritime facilities within the foreground and middle ground of the views available from there.

3.3.3 View composition

Briefly, the views which are most affected are all to the north, west, east and southwest of the site and predominantly include the adjacent foreshores and residences within Dolans Bay, the waterway and to a minor extent, Wallys Wharf and boat ramp. The site is visually contained by the ridgelines of the points on which the suburbs of Dolans Bay and Burraneer Bay are situated.

The most marked effect of the proposal on the composition of views from the north and east would be the concentration of boats along the marina pontoons in the foreground of the views. The marina however is of a modest scale and would not cause any significant change in the intrinsic character of the site. The scale and character of the vessels likely to be moored at the marina would be similar to those presently seen on swing moorings and wet berths and in the vicinity of the proposed marina.

There would be changes in the composition of views where the marina was in the foreground. These would be experienced from residential properties in close proximity to the site and from the adjacent waterway. The change in composition would be as a result of the fixed nature of the proposal, the greater concentration of boats and the absence of variations in boat orientation and movement in relation to wind and tides that is typical of swing moored vessels. Given the extensive horizontal scale and scenic quality of the views that are also available from these residences and the limited area over which there would be any effect on these by the proposed development, it is not considered that the view composition would be unacceptably affected.

The exceptions to this assessment are the residences located at water level along the eastern shoreline of Dolans Bay. As these are the few residences located at water level, ie. the same level as the proposed vessels, there would be some loss of views as a result of the increase in number and density of the proposed boats. The change would not be significant for properties that already have views



of the existing marina, therefore the main discernible change would be the greater horizontal extent of the effect and the perception of boats having that effect being closer to the viewer. The views that would be affected include areas of land/water interface on the western shores of Dolans Bay. Overall however, it is not considered that these views are so significant that the partial loss of views of this character from these locations is of such weight as to justify refusal of the marina extension application. We also note that the Council appears to be actively enforcing the conversion or removal of these dwellings at the water level and that given time there will be no residences views from which would experience this level of view loss.

3.3.4 Kinds of Viewers

The largest number of viewers affected would be residents and recreational users of the waterway within Dolans Bay and the southern part of Burraneer Bay. Residents would largely experience the development from their own dwellings and foreshore parts of their properties that may be used for recreational purposes. The views from private dwellings would be from fixed locations and would be experienced over relatively long periods of time. Most of the views from residences in the vicinity of the site are from elevated locations and would look down on the proposed marina extension. Many properties have their own private maritime and recreational facilities that are in the foreground of the view.

Viewers engaged in passive recreational use of the area, particularly local people, can be expected to have higher expectations for scenic quality than casual recreational viewers or those experiencing distant views. They would also be more likely to notice and respond to changes to the visual character of the area and change in view compositions. Of the kind of locations available to other casual recreational viewers or tourists, for example those engaged in sight-seeing cruises and the like, the close views from the water would provide the circumstances where the development would be most noticeable. At the same time, these viewers would be least likely to appreciate that the development was a change in character. It also should be noted that there are no important passive recreational places within the potential visual catchment of the proposed development and that there is no significant visibility of the site from the main Port Hacking River channel.

There would be short to medium term views from moving positions from the waterway within Dolans Bay. There would be short to medium term views from fixed locations from Wallys Wharf and boat ramp, but given the distance and the likely expectation of viewers, the proposed extension would not be out of character in the views from here.

3.4 Change to the intrinsic character of the site and the locality

Although the site is easily visible within its small visual catchment, the change the proposed development would make to the intrinsic character of the site overall would be low as it is an extension of an existing facility with the same function and use. The proposed development would also relate closely to the form and function of other maritime uses of the Bay, including the small scale private maritime facilities and the remaining commercial swing moorings.

There is no doubt that the proposal would result in a change to the visual experience of the site and its immediate surroundings when seen from the waterway and surrounding private foreshores. However, whether this constitutes a significant impact depends on several factors. Overall, the proposal would have only moderate impacts on the intrinsic character of the locality and our reasons for this rating are based on the following.



1. The appearance of the site would be mostly unchanged, however the water based part of the site would be significantly larger than the existing.
2. The most evident change in intrinsic character would be the addition of a relatively large number of marina berths (63 additional berths) and relinquishment of 22 swing moorings.
3. There would be change in the character and composition of the views of Dolans Bay available from the waterway, residences and the foreshores locations of their properties.
4. There would be a provision of approximately 40 additional boats within the Bay compared to the existing case.
5. The size of vessels that could be berthed at the marina would be similar to those already utilising swing moorings within the Bay. There is a very small number of 14m and 16m vessels proposed.
6. There would be no change to the landscape or the topography of the land that would be located adjacent to the proposed development.
7. The relationship between the visual elements of boats, buildings and landscape would remain largely be as before.

4.0 Assessment of Visual Fit

Visual fit, is a measure of the capacity of the locality to visually absorb a development, without losing its visual character or having that character change in a way that is unacceptable. It is not a measure of whether a development can be hidden, but whether it relates appropriately to the visual context into which it is intended to fit.

The capacity of the locality to absorb the development visually was judged to be high, based on the following considerations:

1. The proposal would produce a development of clearly maritime character in a relevant location, which would relate appropriately to the foreshore and waterways.
2. The Dolans Bay context contains a diverse range of maritime buildings and other marine and boating elements that would be complemented by the proposal.
3. The proposed extension is of similar bulk, scale and character to the marina facilities that serve similar functions in the Port Hacking area generally, for example Burraneer Bay Marina, Royal Motor Yacht Club in Gunnamatta Bay and the proposed marina at Cronulla.
4. The composition of the scene would be only slightly altered, ie, the elements which are responsible for the character of the landscape of the area would be retained.
5. The scale of the proposal is modest within a context that contains a variety of other compatible maritime elements.

5.0 Assessment of view and viewer Sensitivity

Visual sensitivity is a measure that acknowledges the public and private interest in a location, by giving weight to the visual exposure of a proposal, the number and kind of viewers and whether there could be impacts on publicly important locations. Each of the above factors is positively related to visual sensitivity. View sensitivity is related to public locations which are accessed by the general public and viewer sensitivity is related to residences and other privately owned properties.

The overall view sensitivity of the site was judged to be low and viewer sensitivity was judged to be moderate-high, based on the following considerations: