Proposed redevelopment of the existing marina

# d'Albora Marina, The Spit, Mosman

## Visual Impacts Assessment

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Report prepared for Ardent Leisure Pty Ltd

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# 1.0 Introduction

## 1.1 Purpose of this report

I have been appointed by Ardent Leisure Pty Ltd to undertake a visual impacts assessment of the proposed alterations and extensions to d'Albora Marina at The Spit, Mosman, pursuant to Part 3A of the Environmental Planning & Assessment Act 1979. The Report is based on the site documentation carried out on 4, 14 and 17 December 2007 and 31 January 2008 which also included a detailed inspection from the waterways.

The Report also addresses the Director General's requirements in relation to visual and related amenity impacts. It specifically addresses Key Issues: Visual amenity.

## 1.2 Documents consulted

I have perused the following documents in preparation of this report;

1. d'Albora Marina Refurbishment Drawings prepared by Corben Architects to include;
   - DA01, Master Plan, Issue O, dated 25.11.09
   - DA02, Floor Plan L1, Issue O, dated 25.11.09
   - DA03, Floor Plan L2, Issue J, dated 24.04.10
   - DA04, Roof Plan, Issue I, dated 24.04.10
   - DA05, Elevations, Issue E, dated 24.04.10
   - DA06, Sections A-A/B-B, Issue E, dated 24.04.10
   - DA00, Staging Plan, issue A, dated 24.04.10
2. Level and Feature Survey, prepared by Montek Property Surveys, dated 6 February 2006.
3. Sydney Regional Environmental Plan, Sydney Harbour Catchment, 2005.
4. Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005.
5. Mosman Council, Local Environmental Plan 1998.
6. Mosman Council Business DCP.
7. Boat Storage Policy for Sydney Harbour, June 2004.

## 1.3 Visual character of the site and the surroundings

d'Albora Marina is located along the eastern shoreline of Pearl Bay in Upper Middle Harbour, part of greater Sydney Harbour. It is located to the west of Spit Road, close to the southernmost edge of The Spit Bridge and at the northern edge of Spit West Reserve. It is the only marina in the immediate vicinity which is located to the west of Spit Road. A sea wall is located at the periphery of the Spit West Reserve along the foreshore, adjacent to the wet berth marina, which continues behind and below the existing marina building and to its north, adjacent to the Spit Bridge. (Refer Figure 1.1 which is an aerial image representing the visual context of the site)

A number of marinas are located to the east of Spit Road including Ferguson's Marina, The Catalina Anchorage and Middle Harbour Yacht Club. Parriwi Park is located to the east of Spit Road, along the foreshores of the Bay.

d'Albora Marina houses mostly motor cruisers whereas Fergusons Marina contains a mixture with a higher proportion of sailing vessels. The Catalina Anchorage and Middle Harbour Yacht Club house predominantly sailing vessels.

The built context on Spit Road in the vicinity of the development site constitutes a mix of one and two storeys restaurants and marine related retail outlets, some of which are associated with the respective marinas on the eastern side of The Spit Bridge, Spit Road and The Spit East Reserve (Plates i to vi). There are business identification signs of a variety of forms, sizes and colours associated with the marina buildings, marinas, maritime shops and restaurants within the surrounding visual context of the site.

Both Spit West Reserve and Parriwi Park have vegetation within them that provides screening effect to the d'Albora Marina when seen from middle and long distance views, especially from locations to the east, south east, south-southeast and to some extent from east-northeast. Spit West Reserve vegetation is predominantly of cultural plantings, some of which is associated with earlier periods of development, road alignments and tramway reserves, whereas Parriwi Park is largely natural in character.

The marina building and car park facilities associated with the d'Albora marina are also located along the foreshores. The building is visible in the context of other buildings associated with other marina facilities when seen from most viewing locations. There is a slipway located to the north of the marina building for pulling vessels from the water for repair. Existing car parking facilities are located along the eastern edge of Spit West Reserve, close to Spit Road, to the north of the marina building and adjacent to the revetment walls of the Spit Bridge.

The bay in which d'Albora Marina is located is wide and open in nature with the marina occupying only a very small proportion of the total bay waters. The bay is confined by residual sandstone plateaus, ridges and steep to very steep side slopes of the ria coast landscape which is typical of Upper Middle Harbour. The adjoining ridges in the relevant section of Middle Harbour are comprised of the sloping land of Seaforth to the north and north-north west, Balgowlah Heights and Clontarf to the north and north northeast, Beauty Point to the south and southwest and Balmoral to the south and southeast. The predominant visual character of these ridges is of detached residential developments, many of large scale, interspersed by areas of tall vegetation.

Potential views from the middle and long distance range on the waterways to the west, northwest and southwest of the site are possible from Long Bay, Sailors Bay and Sugarloaf Bay and the ridge views by those from Castle Cove, Middle Cove, Castlecrag, Northbridge, Cammeray and North Cremorne.

The potential middle and long distance waterways views to the east, northeast and southeast of the site are experienced from Fisher Bay, Sandy Bay, Shell Cove, Hunters Bay and the potential ridge and side slope views are from parts of Clontarf, Grotto Point Reserve and Wy-ar-gine Point. Very distant potential views could occur on Middle Head and South Head.

It can be observed that there are no residential developments in the immediate vicinity of the site. There are however, a number of reserves and parks located in the vicinity of the site namely the Spit East and West Reserves and Parriwi Park. Manly Scenic Walkway and Clontarf Reserve are located along the foreshores of the Seaforth and the Clontarf locality. The Laura Street Reserve is located above the foreshores of the Seaforth locality. These are important public domain reserves within the visual catchment of the site and relatively close to it.


Not to scale

**Figure 1.1: Visual context of the site**


*Plate i: Examples of the immediately surrounding built context of the site. These commercial buildings are located on the east side of the Spit Road.*


*Plate ii: Examples of the immediately surrounding built context of the site. These resturants are located on the east side of the Spit Road.*

*Plate iii: Restaurant and marina buildings on the east side of The Spit Bridge*

*Plate iv: Looking towards d'Albora Marina and marina building from the east side of the Spit Road*


*Plate iv: The existing site sign, workshop and slipway at the site*


*Plate v: Example of a site sign in the immediate vicinity of the site*

## 1.4 The proposal

The proposal will result in the ability to accommodate additional vessels; improvements to the working components of the marina, improvements to fuel storage and waste treatment; and upgrade works to the building.

The water based component of the proposed redevelopment would consist of works required for the berthing of additional vessels on Arms A, B, C, N and D resulting in a total of 35 additional berths. The land based component of the proposed redevelopment would include works related to alterations and extension of buildings including demolition of the existing building and supporting piles, construction of a new building, removal of the slipway, construction of a new hardstand area and a new fuel berth and sewage pump out facility. The existing signage is also proposed to be demolished and a new signage is proposed at a new location. There would be significant demolition work and construction activities associated with the buildings and hard stand and significant construction work associated with new and altered parts of the existing floating wet berth marina. The building work associated with the new building and hard stand would predominantly be undertaken from the land by conventional methods, whereas the construction work on the piling for the building and hardstand and construction of the floating marina would be conducted from the water.

The proposed works will require a change to the lease boundary on the northern, southern and western sides of the marina as follows:

- Between 11.5 and 50 metres to the northern boundary;
- Between zero and 24.5 metres to the southern boundary; and
- Up to12.5 metres to the western boundary.

Details of the individual components of the proposed redevelopment are as follows.

### A. Extension to berthing facilities (Marina component of the proposal)

In order to accommodate the additional 35 vessels proposed, there are a number of alterations and extensions proposed to the existing arms of the marina facility, as detailed below. The revisions to the berthing structures will allow for the accommodation of vessels ranging in size, between 12 and 30 metres in length, of which there is a significant demand in this locality, with a shortage of such facilities.

The size of vessels berthed at the site would not change under this proposal. The purpose of this application is to increase the supply of berthing facilities at the site for vessels in the 12-30 metre range.

#### A-Arm

A minor extension to A-Arm is proposed to accommodate an additional 4 vessels, including one vessel up to 18 metres in length on the T-head. It will also be necessary to replace the fingers along this arm to meet modern day standards.

The maximum boat length permitted on this Arm is 10 metres.

#### B-Arm

It is proposed to reconfigure B-Arm to accommodate an additional 12 vessels and to include a vessel up to 27.5 metres in length on the T-head. Replacement of the fingers will also be required.

The maximum boat length permitted on this Arm is 12 metres.

### C-Arm

It is proposed to reorientate berths on the western side of C-Arm, from a parallel layout to a perpendicular one, along with reconfiguration of the fingers on the eastern side of the Arm. This will result in the accommodation of 52 vessels, reflecting an increase of 14 vessels over the current situation.

The maximum boat length permitted on this Arm is 25 metres.

In addition, it is proposed that a vessel will be moored on the T-head of this Arm, accommodating a boat up to 35 metres in length.

### D-Arm

The proposed works will involve the re-orientation and extension of D-Arm, to accommodate a total of eight vessels, as opposed to the existing capacity of only four. Use of these new berths is intended for the on-site boat dealers as a holding area for boats before and after maintenance works, as well as a holding area for the delivery of new boats.

These berths will not be used as permanent customer berths.

In addition, two fuel/sewage pump-out berths will also be located on this Arm, providing significant benefit to the local and public boating community, providing free sewage pump out facilities.

### N-Arm

It is proposed to demolish the existing fixed jetty at N-Arm, which has a current capacity of 5 vessels. This will be reconfigured to accommodate fourteen vessels, including one on the T-head.

The structure will be replaced with a more modern floating system, consistent with the existing modern floating structure of the marina, as opposed to the current fixed pier arrangement. This will minimise the level of penetration of the sea bed and accord with more modern day marina infrastructure that is available to the market.

## B. Land based component

### Replacement of the existing building

The existing building would be demolished and its piling replaced to accommodate a new building and wharfage associated with it. The building would be extended to a two storey structure overall, to enable use of two full floors. The building would be compliant with the 8m maximum height limit that applies to the site under The Spit Waterside Business zoning under the Mosman LEP 1998. The second level would extend further to the east than the existing second level component, providing a full two-storey appearance when seen from Spit Road and The Spit Bridge. The existing building presents a one storey building overall, with a smaller and stepped back two storey component concentrated on the western side.

<u>Ground Floor</u>

The proposed ground floor is oriented to face The Spit Reserve, across a pedestrian entry bridge. From this bridge, the ground floor includes a public boardwalk, running east to west, connecting public spaces on the site with ground floor tenancies. In addition, the entry bridge leads into a covered foyer area, separating the eastern and western tenancies on this floor.

The northern portion of the proposed building will include four workshops and an amenities room, oriented to look over the hardstand area to the north of the building. These workshops have a total area of 246m2. It is intended that these will house marine related uses such as boat repair and maintenance businesses.

The eastern portion of the ground floor is a large single tenancy 294m2 in area, which is intended to house a boat dealer's showroom. This tenancy is oriented towards the eastern adjoining outdoor display space. Adjoining this showroom, inside the foyer area, includes a stairway leading to the first floor. Located in the north-eastern corner of this floor plate is the proposed site sign which will retain the dimensions of the existing site sign. The proposed site sign is positioned approximately 9 metres south-west of the current site sign location (Drawing No. DA02).

The western portion of the ground floor will include three marine-related office tenancies with a total area of 348m2, each with dual access points from the internal foyer area and the western adjoining public deck. The office tenancy in the southwestern corner includes an internal stairway to its first floor component. As these tenancies will have dual aspects, passive surveillance is encouraged over the outdoor public deck and internal foyer. Adjoining these tenancies, inside the foyer area is a lift to provide alternative access to the first floor, as well as the male, female and disabled amenities.

Located outside the building, leading to the berthing facilities is a public deck, with a small kiosk and public seating facilities. Positioned at the northern side of this public deck are external stairs, which lead to the restaurant and offices on the first floor level.

The ground floor is set at RL 1.70.

First Floor

The proposed first floor may be accessed via the stairway or the lift located in the foyer area. Each of the two access points lead to a bridge area, overlooking a void to the ground floor. This will promote a sense of openness and natural light between the ground and first floor levels.

Located on the eastern side of the proposed first floor is a single, large office tenancy of 462m2, including male and female amenities. This proposed office tenancy has windows to the north, east and south of the building, providing generous outlook to both the southern adjoining reserve and the waterways to the north. This will also reinforce opportunities for passive surveillance over the public domain.

The western side of the proposed first floor includes an extension of the office tenancy positioned below, at the ground floor level. This component of the office tenancy includes a large deck on its western side, overlooking the marina facilities and the waterway. Alternative access to the ground floor level is provided from this deck via the external stairway, at the northern end of the deck.

Adjoining this office tenancy to the north is a restaurant with associated kitchen facilities. This restaurant includes dual decks, one facing west, and the other facing north. These are designed to provide generous and desirable outlook over the waterway for patrons of the marina. It is proposed to relocate the existing restaurant on the site to the first floor level to enable an appreciation of views over the waterway.

The proposed first floor is set at RL 6.40.

Roof Form

The proposed roof form is of a high architectural quality, integrating plant areas and solar panels into the overall design, so as not to appear as a services component of the development when viewed from Spit Road.

As detailed on the northern and southern elevations, the proposed roof is of a low pitch, reaching RL 9.67 for the majority of its length. A small portion of the roof is proposed to reach RL 11.67; however, this is setback from the roof edge and will not be a dominant feature of the development.

The incorporation of solar panels into the roof structure has enabled the eastern and western elevations to be visually different, whilst still retaining the roof's complementary nature with the overall built form.

The roof elements which allow for the correct pitch for the solar panels to be achieved also enables skylights to be included into the design, allowing daylight penetration into the first floor and void area down to the ground floor.

Overall, there will be a minor increase to the height of the built structure, over the existing situation.

External Finishes

The external materials will be a mix of recycled materials salvaged from the existing building and complementary materials to the marine character of the locality. This ensures that the scenic quality of the locality is enhanced, particularly when viewed from the public domain and the waterway.

As illustrated at Drawing No. DA05, the proposed palette comprises metal louvers, balustrades and cladding, as well as timber cladding and glass. The variety in materials utilised for each elevation results in a desirable aesthetic outcome and demonstrates a high quality architectural result.

The montages which accompany this application clearly demonstrate how the new structure will complement the character of its surroundings.

## Slipway and hardstand replacement

It is proposed to replace the existing obsolete and environmentally inappropriate slipway with a new hardstand area located on the northern side of the building. The piles supporting the hardstand would be setback 2m from the edges so they are recessed into the shadow and be of a dark colour to further reduce their visibility. The hardstand would be made of a concrete deck with thin leading edges to reduce the visible bulk of the structure when seen from the water. The hardstand would be of a minimum size for the purpose it is required to serve so as not protrude unreasonably in the seaward direction or have impacts on sea grass beds in its vicinity.

The hardstand in plan form is intended to be curved to reflect the curvilinear plan of the Spit Bridge revetment wall, sea wall and existing public area and to relate to the location of existing seagrass beds, which are to be retained and not overshadowed by the structure.

The proposed hardstand would be capable of storing four vessels. It will also accommodate nine car parking spaces and a garbage storage area, servicing the proposed marine workshop tenancies located on the ground floor of the proposed new building.

A new travel lift will be located on the northern side of the new hardstand, allowing boats to be positioned parallel to the tidal flow, rather than against the tidal flow, which reflects the existing situation. The new travel lift will be able to raise vessels up to 45 tonnes in weight.

Pedestrian access to this area will be restricted by a new safety fence around its perimeter to ensure only authorized persons gain access. In addition, vehicular access to the parking area will be via the small existing car park to the north-east of the marina.

## Access & Parking

Car parking will be provided on the hardstand area.

There are no proposed changes to the Council car parking area located on the eastern boundary of the site, accessed from Spit Road.

With regards to vehicular access, it has been noted that the existing entry/egress arrangements are not best-practice, particularly for truck access to the garbage and fuel filling points.

It is therefore proposed to undertake works to the vehicle layoff area on the eastern boundary of the site to improve egress as shown on the architectural drawings. This will improve the safety

## New Fuel & Sewage Pump Out System

The proposal includes the relocation of the fuel berth and sewage pump out from N-Arm to D-Arm.

This new system will be available for public, as well as private use, benefiting the local and public boating communities. The proposed location will concentrate the service components of the marina by grouping these services closer together, allowing for greater ease of access through other parts of the marina.

Installation of the new systems is to coincide with the decommissioning of the existing fuel system. This new fuel system will be located underground, below the existing on-grade car parking area on the north-eastern side of the site. New fill points and lines will be installed to facilitate this.

## Signage

Existing: The existing signage is located at the eastern edge of the existing slipway. It is of a triangular form with two faces, one facing north and one facing south respectively. Each of the two faces is supported by two piers. On the eastern façade, two piers form a central spine, from which the two faces of the signage emerge. The two faces exhibit 'The Spit' written on semi-circular arcs at the top. Other than d'Albora Marinas, the two faces exhibit the names of seven other tenants and boat workshops. These advertisings are of varied dimensions and with varied letter types and sizes. The piers and the base colour of the two faces are painted blue. The existing signage is an illuminated one.

Proposed: The proposed signage consists of two new signs, one being the main site sign, and the second being a site identification wall sign.

It is proposed to demolish the existing signage and install a new signage on a new location, near the northeast edge of the proposed marina building. The main site sign has a triangular floor plate of 6.6m$^2$ and a total height of 9.34. It would be located approximately 9m southwest of the location of the existing signage. The new signage would be lower in height compared to the existing signage. The new signage would not be supported on piers; however, the triangular form of the existing signage and its dimensions has been retained in the proposed signage. It would bear d'Albora sign at the top. The names of the tenants as occur on the existing sign would be displayed on the new sign and would be subject to d'Albora control. The proposed signage would have three faces, one each in the north, south and west directions. Hence, it would have a face in the west direction towards the waterway as well. The proposed signage would have an external finish of a dull grey colour. The proposed signage is that of an illuminated one, similar to the existing signage on the site.

Sign materials will be cladding similar to that used on the paneling of the proposed building to ensure it is integrated with the proposed built form and backlighting will be incorporated for illumination purposes.

## C. Staging

The staging of the project will be as per Drawing DA00 Staging Plan. The plan is not designed to demonstrate the order of works on the site, but simply how the works would be consolidated to ensure that the marina could continue to operate over this period.

## D. Public benefits

Significant public benefit will accrue through the proposed works. These benefits will include greater public access, via the construction of the aforementioned new public deck and the associated outdoor seating area located on the western side of the proposed building. Public safety will also be improved as the proposed building design will increase natural surveillance over the public domain. In addition, the application represents an opportunity to remove the existing slipway and reinstate the sea wall to its original location. This work will provide significant environmental benefits by providing more environmentally sensitive boat access to the marina, and will facilitate the protection of exiting sea grass beds.

## 1.5 Relevant Planning Documents

The planning documents relevant to the potential visual impacts of the development proposal are as follows. Detailed analysis of the proposal against the planning documents can be found in section 3.4.2.

Sydney Regional Environmental Plan, Sydney Harbour Catchment, 2005

State Regional Environmental Policy (Sydney Harbour Catchment) was gazetted in 2005. It combined the two previous SREPs for Sydney Harbour and the Parramatta River, included some other waterways and unified the underlying planning framework. Division 2 contains the relevant matters for consideration by consent authorities before granting consent to development under Part 4 of the Act, or to activities to which Part 5 of the Act applies.

The site is zoned W5 Water Recreation under the Sydney Regional Environmental Plan, Sydney Harbour Catchment, 2005. The adjacent zonings are W1 Maritime Waters and W8 Scenic Waters Passive Use.

Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005

The Landscape Character type of the site is 5 under the Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005. The character of the site and the immediate surroundings are characterized by sandy beaches, grassland and sea grass beds and shown on Map 15 of the DCP.

Mosman Council Local Environmental Plan 1998

The land based component of the site is zoned 3(d) The Spit Waterside Business under Mosman Local Environmental Plan No, 1998. The land based component of the site and its surroundings are also marked as a foreshore scenic protection area.

Mosman Council Business DCP

The Business DCP states the objectives and the desired future character of various business precincts within the Council's statutory boundaries and further prescribes development control standards and urban design and planning guidelines for developments within various business precincts.

Boat Storage Policy for Sydney Harbour, June 2004

The Boat Storage Policy sets out the NSW Government's strategic policy for dealing with boat storage on Sydney Harbour with an aim to provide a more strategic and certain approach to regulating boat storage facilities on the Harbour, and a balance between promoting a prosperous working harbour, maintaining a healthy and sustainable waterway environment and promoting recreational access to the foreshores and waterways. It addresses key issues and concerns raised by the boating industry, local government and the community.

# 2.0 Assessment Methodology

The assessment of visual impacts is a field that requires a degree of subjective judgement and cannot be made fully objective. It is therefore necessary to limit the subjectivity of the work by adopting a systematic, explicit and comprehensive approach. This has the aim of separating aspects that can be more objective, for example the physical setting, visual character, visibility and visual qualities of a proposal, from more subjective elements, such as visual absorption capacity and the compatibility of the proposal with the setting.

The methodology used in the present assessment has been developed over several years and uses relevant aspects of methods accepted in landscape assessment, extended and modified to adapt to urban and maritime environments. The modifications introduced are informed by visual perception research that has been carried out by others and us in both natural and urban contexts.

We have independently evolved a specific method for the assessment of maritime developments which is supported by the approach taken in Appendix D of the DCP to State Regional Environmental Plan, Sydney Harbour Catchment (DCP to SREP 2005 ). The appendix to DCP to SREP 2005 provides a general method which is recommended for the assessment of visual impacts of boat storage proposals, including marina developments. The assessment of Visual Impacts in this Report expands, where appropriate, on the guidelines given in D1.2, D1.3 and D1.4 of Appendix D of DCP to SREP 2005.

In the present assessment, we have used an approach which considers both the assessment of the land based component and the maritime component of the development, these two aspects being in turn combined toward the end of the assessment process to arrive at an overall evaluation.

The overall methodology is also intended to have compatibility with the Mosman Council LEP 1998 and Business DCP 2000 which are of special relevance to assessment of the visual impacts of the land based component of the proposal and the need for effective of mitigation measures to deal with residual impacts. The Mosman Council LEP 1998 however is of limited utility in the assessment of the marina component of the development proposed and therefore we have relied more on our own methodology in assessing that component.

## 2.1 Relationship to the DCP methodology

Appendix D in the DCP to SREP Sydney Harbour Catchments provides a general recommended approach to carrying out a View Analysis, the main components of which are adopted here. We have also shown the explicit indicative contributions to potential impacts method in this assessment and made modifications by way of adding further criteria for assessing the visual effects of the proposal. We adopted an original analytical approach to assessment of the success of the proposal or otherwise by assessing the relative sensitivity of viewing locations in the public and private domains and assessing the compatibility of the proposal to the maritime and the urban/natural components of the setting when seen from a range of viewing places.

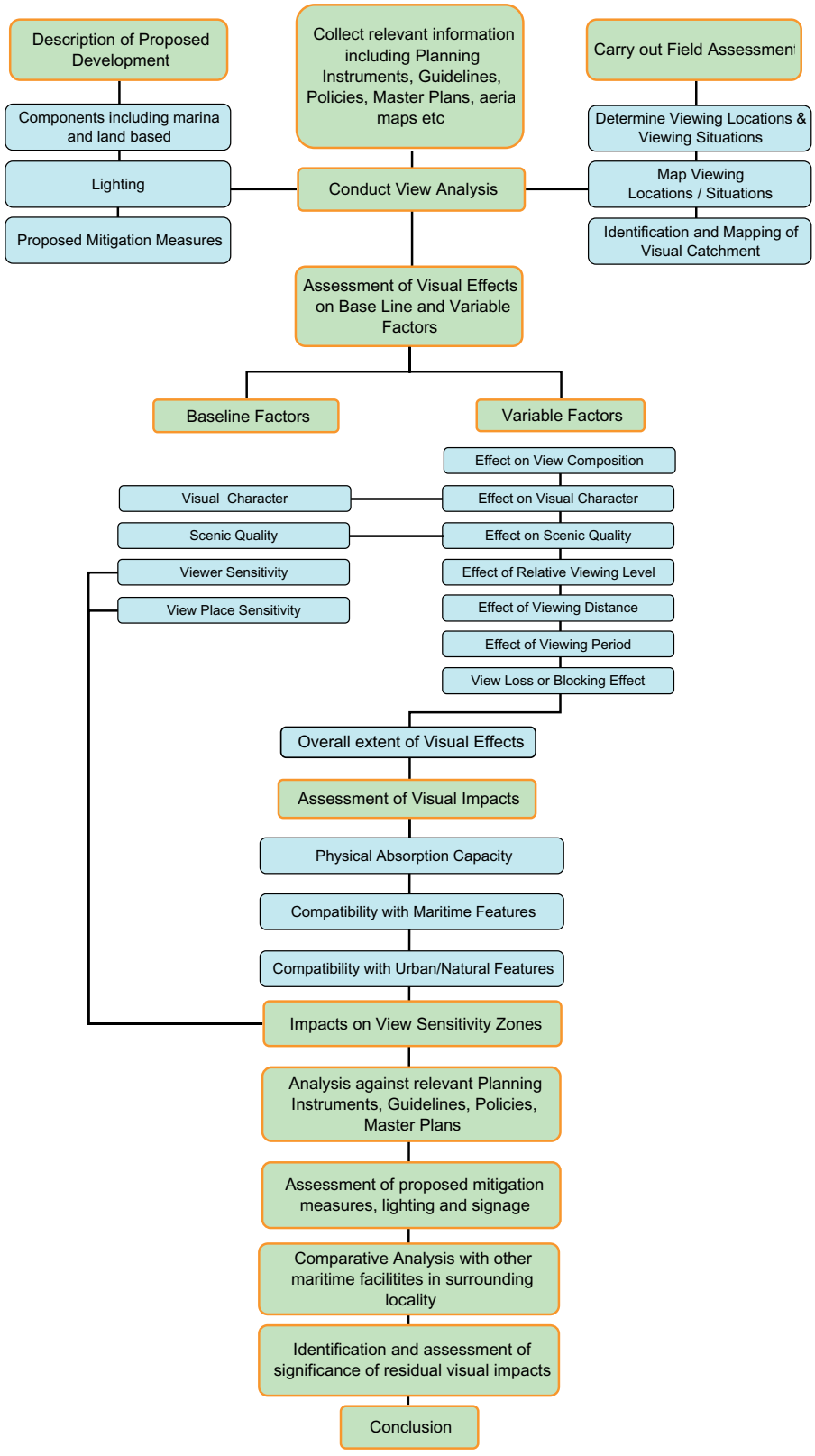
The overall assessment of visual impacts was undertaken using a Visual Effects and Impacts Matrix. We made a significant variation to the matrix provided in Appendix D in the DCP to SREP in that we considered it necessary to establish a series of baseline criteria which are constants for the assessment of all viewing situations so as not to double count relevant assessment factors. The baseline criteria are explained below.

A second variation to the matrix is that it was decided to use a graphic symbol approach instead of numerical ratings and a quantified approach. The reason for the graphic approach is that it is easier for a reader unfamiliar with the method to perceive the pattern or response across the various criteria, rather than becoming distracted by individual rating numbers. A further reason for a graphic approach is that it is not statistically or logically valid to give numerical values to the ratings and to compute values for overall visual effects or impacts on individual viewing places by, for example, adding and averaging them as is recommended in the Appendix D method. This is because there are logical relationships between some of the criteria which are invalidated by the computation. The variables are not fully independent and cannot be meaningfully quantified.

What is most important in using the matrix is to be able to see the pattern of the assessment on each criterion and how the overall pattern leads to an assessment of overall visual effects and overall visual impacts. Changing the presentation of the results to a graphic has this effect.

The flow chart at Figure 2.1 below indicates the relationships among the parts of the visual impact assessment methodology. The main components of the flow chart are similar to those recommended in the Appendix D to the DCP methodology.

## Figure 2.1: Flow Chart of the Visual Impact Assessment Methodology



## 2.2 Components of the methodology

Overall, the major components of the visual impact assessment are determining the concept for the development, and general strategic planning principles, view analysis, visual effects analysis, visual impact evaluation and assessment of significance of residual visual impacts. This assessment is also supplemented with an assessment of the merits and compliance of the proposed redevelopment with the relevant Planning Instruments in relation to visual and related amenity impacts and the mitigation measures that have been undertaken to reduce or eliminate residual impacts. It is also supplemented by a comparative analysis of other mixed shoreline development and marinas in Middle Harbour and Sydney Harbour.

### 2.2.1 The components of the view analysis

#### 2.2.1.1 The development proposed and detailed field assessment

This includes a thorough understanding of the proposed redevelopment including its location, scale and extent to understand the scale and spatial arrangement of the development. The next step is to carry out a detailed field assessment by identifying the potential viewing locations, visiting the representative locations, documenting the proposal's approximate location on a base map, photographing representative locations and filling out an evaluation sheet for each which contains separate and overall assessment of the visual effects and relative visual impacts factors. Examples of the analysis sheets can be found in Appendix A of this report. The assessment factors are explained in Section 2.3. The analysis sheet completed for each viewing location rated the factors explained in 2.3 in three ranges; Low, Medium and High. An indicative rating table which describes what is considered a low, medium and high effect and impact on each factor is shown in Table 2.1.

#### 2.2.1.2 Identifying viewing locations and viewing situations

So as to represent all of the kinds of viewing locations which could be affected by each of these factors and variations among them, a view point analysis was conducted. This was carried out as part of our field assessment associated with mapping the visual catchment (see 2.2.1.4 below). Views on land and on the waterway were assessed.

The viewing locations fall into two categories, a) public domain locations and b) private domain locations. Public domain locations are major and minor roads, public reserves and recreation areas and waterways. The private domain viewing locations are predominantly residences.

It was not possible for views to be assessed from the many residences that would have views containing the proposal. However, it was possible to interpret the likely effects of the proposal on the basis of views taken toward the proposal from roads and reserves in the vicinity of the residences and also by observing the locations of buildings with windows and outdoor areas which would provide views when these were seen from the existing facilities.

The viewing places visited therefore represent views predominantly from the public domain, but they also provide insights into the likely visual effects on private views.

#### 2.2.1.3 Mapping viewing locations and situations

The representative viewing locations visited during the field assessment are mapped including the ones for which photomontages have been prepared to represent the future appearance of the proposed redevelopment in the existing context.

### 2.2.1.4 Identification and mapping of visual catchment

The potential total visual catchment is mapped. The potential total visual catchment comprises the physical area within which the proposal would be visible and identifiable if there were no other constraints on that visibility, such as intervening vegetation and buildings. The catchment on the water is not delineated by a finite boundary because there is no identifiable physical feature which can define it. As is the case for views from the distant foreshore or land, the potential total visual catchment is larger than the area within which there could be visual effects of the proposal. This is because with increasing distance, perspective effects, the horizon of the water body itself and intervening elements such as topography, buildings and boats, a viewer's ability to discern and potentially be affected by the proposal would decrease to zero before the theoretical extent of the potential total visual catchment is reached.

Within the boundary of the area mapped as the potential total visual catchment, the visibility of the proposal would therefore vary. We identify the area within which the proposal would be identifiable and where it could cause visual impacts by assessing visibility.

Visibility means the extent to which the proposal would be physically visible to the extent that it could be identified, for example as a new, novel, contrasting or alternatively a recognisable but compatible feature. Features such as vegetation, buildings and intervening topography can affect the degree of visibility.

## 2.3 The components of the visual effect analysis matrix

### 2.3.1 Base-Line Factors

These are the criteria that remain predominantly constant and independent of the nature of viewing locations and factors which condition the viewing situation.

#### Visual character

The visual character of the locality in which the development would be seen is identified. It consists of identification of the physical and biological components of the area and the setting of the proposal which contribute to its visual character. The character elements include topography, vegetation, natural systems, land use, settlement pattern, urban form, interface of land-water elements maritime features and waterways.

Visual character is a baseline factor against which the level of change caused by the proposal can be assessed. The desired future character of the locality is also relevant to assessing the extent of acceptable change to character.

#### Scenic quality

Scenic quality is a measure of the ranking which the setting of the proposal either is accepted to, or would be predicted to have, on the basis of empirical research carried out on scenic beauty, attractiveness, preference or other criteria of scenic quality.

Scenic quality is a baseline factor against which the visual impacts caused by the proposal can be assessed.

### View place sensitivity

View place sensitivity means a measure of the public interest in the view. The public interest is considered to be reflected in the relative number of viewers likely to experience the view from a publicly available location. Places from which there would be close or middle distance views available to large numbers of viewers from public places such as roads, or to either large or smaller numbers of viewers over a sustained period of viewing time in places such as reserves, beaches and walking tracks, are considered to be sensitive viewing places.

### Viewer sensitivity

Viewer sensitivity means a measure of the private interests in the effects of the proposal on views. The private interest is considered to be reflected in the extent to which viewers, predominantly viewing from private residences, would perceive the effects of the proposal. Residences from which there would be close or medium distance range views affected, particularly those which are available over extended periods from places such as the living rooms and outdoor recreational spaces, are considered to be places of medium and high viewer sensitivity respectively.

The relationship between the viewer's location in either the private or public domain and the viewing distance in determining view place or viewer sensitivity is shown in the table below (For example, a view place in a reserve or foreshore at a distance of 100-1000m is rated as of medium sensitivity)

### Table 2.1: Relationship between viewing situation, viewing distance and view/viewer sensitivity zones (example of close waterway location)

| | | | | View Place or Viewer Sensitivity |
|---|---|---|---|---|
| | | L | M | H |
| Public Domain | Roads | | | |
| | Reserves/foreshore | | | |
| | Waterway | | | X |
| Private Domain | Residence | | | |
| | | >1000m | 100-1000m | <100m |
| | | | Viewing Distance | |

## 2.3.2 Variable factors

These are the assessment factors which vary between viewing places with respect to the extent of visual effects.

### View composition type

View composition type means the spatial situation of the proposal with regard to the organisation of the view when it is considered in formal pictorial terms. The types of view composition identified are:

- Expansive (an angle of view unrestricted other than by features behind the viewer, such as a hillside, vegetation and buildings.)
- Restricted (a view which is restricted either at close range or some other distance by features between or to the sides of the viewer and the view such as vegetation and buildings.)
- Panoramic (a 360 degree angle of view unrestricted by any features close to the viewer who is surrounded by space elements.)

- Focal (a view which is focused and directed toward the proposal by lateral features close to the viewer, such as road corridors, roadside vegetation, buildings, boats etc.)
- Feature (a view where the proposal is the form element which dominates the view, for example in close range views.)

It is considered that the extent of the visual effects of the proposal is related to its situation in the composition of the view. The visual effect of the proposal on the composition of the view is considered to be greater on a focal or a feature view, cognisant of the distance effect, compared to a restricted, panoramic or expansive view.

## Relative viewing level

Relative viewing level means the location of the viewer in relative relief, compared to the location of the proposal. It is conventional in landscape assessment to assess views from locations above, level with and below the relative location of the proposal. However when maritime developments are concerned, the latter viewing level (i.e. relatively below the level of the proposal) has no practical application.

It is considered that the visual effects of a development are related to the relative viewing level and distance. Viewing levels above the development where views are possible over and beyond it decrease the visual effects, whereas views from level with and close to the development, dependent on viewing distance, may experience higher effects, particularly if built form intrudes into horizons.

## Viewing period

Viewing period in this assessment means the influence on the visual effects of the proposal which is caused by the time available for a viewer to experience the view. It is assumed that the longer the potential viewing period, experienced either from fixed or moving viewing places such as dwellings, roads or the waterway, the higher the potential for a viewer to perceive the visual effects of the proposal. Repeated viewing period events, for example views repeatedly experienced from roads as a result of regular travelling, are considered to increase perception of the visual effects of the proposal.

## Viewing distance

Viewing distance means the influence on the perception of the visual effects of the proposal which is caused by the distance between the viewer and the development proposed. It is assumed that the viewing distance is inversely proportional to the perception of visual effects: the greater the potential viewing distance, experienced either from fixed or moving viewing places, the lower the potential for a viewer to perceive and respond to the visual effects of the proposal.

Three classes of viewing distance have been adopted which are the same as those in Appendix D and Figure D2 in the DCP methodology, i.e. short range (<100m), medium range (100-1000m) and distant (>1000m).

## View loss or blocking effects

View loss or blocking effects in this assessment means a measure of the extent to which the proposal is responsible for view loss or blocking the visibility of items in the view. View loss is considered in relation to the principles enunciated in the Land and Environment Court of NSW by Roseth SC in Tenacity v Warringah [2004] NSWLEC 140. Although Tenacity concerned view losses from residential properties, the matter of what could be construed to be a valuable feature of the view which could

be lost, eg. specific features of views such as whole views and iconic elements viewed across water, alluded to in Tenacity, are of some relevance to the public domain also.

It is assumed that view loss and blocking effects increase the perception of the visual effects of the proposal. It is also assumed that view loss and view blocking can be important matters for consideration in regard to short range views from the public domain of the foreshore and potentially from nearby adjacent residences.

### 2.3.3 Overall extent of visual effect

Based on inspection of the pattern of the assessment ratings for the above factors on the relevant assessment sheets for each viewing location, an overall rating is arrived at which represents an overall extent of visual effects for a viewing location.

### 2.3.4 The components of the visual impact analysis

The criteria in 2.3 concern assessment of the extent of the visual effects of the proposal when seen from specific viewing places. The extent of the visual effects is the baseline assessment against which to judge the visual impacts.

Whether or not a visual effect is an impact of potential significance cannot be equated directly to the extent of the visual effect. For example, a high visual effect can be quite acceptable, whereas a small one can be unacceptable. As a result, it is necessary to give a weighting to the assessed levels of effects to arrive at an assessment of the impact.

This method therefore does not equate visual effects directly to visual impacts. This is one of the features of the methodology in Appendix D to the DCP accompanying the SREP which we specifically avoided. The approach is to assess visual effects as in 2.3 above to arrive at an overall level of visual effect of the proposal for each kind of viewing place and then to assess the level of impact, if any, by giving differential weighting criteria to impact criteria. By this means, the relative importance of impacts are distinguished from the size of the effect. We consider that two weighting criteria are appropriate to the overall assessment of visual impacts, Physical Absorption Capacity and Visual Compatibility. Each of these addressed the primary question of the acceptability of the visual effects and changes caused by the proposal.

### 2.3.5 Physical absorption capacity

Physical Absorption Capacity (PAC) means the extent to which the existing visual environment can reduce or eliminate the perception of the visibility of the proposed redevelopment.

PAC includes the ability of existing elements of the landscape to physically hide, screen or disguise the proposal. It also includes the extent to which the colours, material and finishes of buildings and in the case of boats and buildings, the scale and character of these allows them to blend with or reduce contrast with others of the same or closely similar kinds to the extent that they cannot easily be distinguished as new features of the environment.

Prominence is also an attribute with relevance to PAC. It is assumed in this assessment that higher PAC can only occur where there is low to moderate prominence of the proposal in the scene.

Low to moderate prominence means:

- Low: The proposal has either no visual effect on the landscape or the proposal is evident but is

subordinate to other elements in the scene by virtue of its small scale, screening by intervening elements, or difficulty of being identified.

- Moderate: The proposal is either evident or identifiable in the scene, but is less prominent, makes a smaller contribution to the overall scene, or does not contrast substantially with other elements or is a substantial element, but is equivalent in prominence to other elements and landscape alterations in the scene.

Design and mitigation factors are also important to determining the PAC. Appropriate colours, materials, building forms, line, geometry, textures, scale, character and appearance of buildings, marina structures and vessels are relevant to increasing PAC and decreasing prominence.

PAC is related to, but distinct from, Visual Compatibility (see below).

## 2.3.6 Visual compatibility

Visual Compatibility is not a measure of whether the proposal can be seen or distinguished from its surroundings. The relevant parameters for visual compatibility are whether the proposal can be constructed and utilised without the intrinsic scenic character of the locality being unacceptably changed. It assumes that there is a moderate to high visibility of the proposal to some viewing places. It further assumes that novel elements which presently do not exist in the immediate context can be perceived as visually compatible with that context provided that they do not result in the loss of, or excessive modification of, the visual character of the locality.

A comparative analysis of the compatibility of similar items to the proposal with other locations in the area which have similar visual character and scenic quality or likely changed future character can give a guide to the likely future compatibility of the proposal in its setting.

Because the development proposed is on the interface between water and land, with components on each, the question of its visual impacts also depends on its perception both as an entity and in regard to its compatibility with the major scenic character attributes. In this regard, both the maritime/industrial environment and the urban/natural environment are attributes of relevance. Hence, it is considered that there are two relevant measures of Visual Compatibility, i.e. Compatibility with Urban and Natural Features, and Compatibility with Maritime Features.

### Visual compatibility with urban and natural features

This assessment is a measure of the extent to which the visual effects of the proposal are compatible with urban and natural features. It is assumed that in some views the proposal can be seen and clearly distinguished from its surroundings. Compatibility does not require that identical or closely similar features to those which are proposed exist in the immediate surroundings; however this would increase compatibility on this criterion.

Compatibility with Urban and Natural Features means that the proposal responds positively to, or borrows from within, the range of features of character, scale, form, colours, materials and geometrical arrangements of urban and natural features of the surrounding area or of areas of the locality which have the same or similar existing visual character.

### Visual compatibility with maritime features

This assessment is a measure of the extent to which the visual effects of the proposal are compatible with maritime features. In some views, the proposal can be seen and clearly distinguished from its

surroundings.  Compatibility does not require that identical or closely similar features to those which are proposed exist in the immediate surroundings; however this would increase compatibility on this criterion.

Compatibility with Maritime Features means that the proposal responds positively to, or borrows from within, the range of features of character, scale, form, colours, materials and geometrical arrangements of maritime features of the surrounding area or of areas of the locality which have the same or similar existing visual character.

### 2.3.7 Overall extent of visual impact

Based on the inspection of the pattern of the assessment ratings for the above factors on the relevant analysis sheet for each viewing location, an overall rating is arrived at which represents an overall extent of visual impacts for a viewing location.

## Table 2.1 Indicative Contribution to Visual Effects and Visual Impacts

| *Visual Effects Factors* | | | |
|---|---|---|---|
| Factors | Low Effect | Medium Effect | High Effect |
| *Scenic quality* | Proposal does not have any negative effects on features which are associated with high scenic quality, such as the quality of panoramic views, proportion of or dominance of natural vegetation, appearance of steep and complex topography and presence of extensive areas of water. | Proposal has the effect of reducing any or all of: the extent of panoramic views, the proportion of or dominance of natural vegetation, views of steep or complex topography or the perception of extensive areas of water and maritime features, without significantly decreasing their presence in the view or the contribution that the combination of these features make to overall scenic quality | The proposal significantly decreases or eliminates perception of the integrity of any of: panoramic views, dominance of natural vegetation, steep or complex topography, extensive areas or water and maritime features. The result is a significant decrease in perception of the contribution that the combinations of these features make to scenic quality. |
| *Visual character* | Proposal does not decrease the presence of or conflict with existing scenic character elements such as topography, urban fabric, land/water interface and maritime features. | Proposal contrasts with or changes the relationship between existing scenic character elements in some individual views by adding new or distinctive features, but does not affect the overall visual character of The Spit and the Middle Harbour. | The proposal introduces new or contrasting features which are in conflict with, reduce or eliminate existing character features. The proposal causes a loss of or unacceptable change to the overall visual character of the locality. |
| *View place sensitivity* | Public domain viewing places providing distant views, and/or with small no. of users for small periods of viewing time (Glimpses-as explained in viewing period). | Medium distance range views from roads, recreation areas and waterways with medium no. of viewers for a medium time period (few minutes up to half day-as explained in viewing period). | Close distance range views from roads, recreation areas and waterways with medium to high numbers of users for the majority of the day (as explained in viewing period). |
| *Viewer sensitivity* | Residences providing distant views (>1000m) | Residences located at medium range from site (100-1000m) with views of the development available from bedrooms and utility areas. | Residences located at close or middle distance (<100 or 100-1000m as explained in viewing distance) with views of the development available from living spaces and private open spaces. |
| *View composition* | Panoramic views, or views restricted in visibility of the proposal by the screening or blocking effect of vegetation and/or buildings. | Expansive or restricted views where the restrictions do not significantly reduce visibility of the proposal. | Feature or focal views of the proposal |
| *Relative viewing level* | Elevated position such as ridge top or higher up on slope with clear view over marina. | Slightly elevated (lower slopes) with partial views over marina. | Adjoining shorelines, waterway or reserves with view blocked by marina and boats. |
| *Viewing period* | Glimpse (eg moving vehicles). | Few minutes up to half day (eg walking along foreshore, recreation in adjoining open space, | Majority of day (eg adjoining residence or |

| | | | |
|---|---|---|---|
| | | boating on adjoining waterway). | workplace). |
| *Viewing distance* | Land area or waterways (Distant Views)(>1000m). | Land areas or water (Medium Range)(100-1000m). | Adjoining shoreline or waterway (Close)(<100m). |
| *View loss or blocking effect* | No view loss or blocking | Partial or marginal view loss compared to the expanse/extent of views available such as loss of part of foreshore, foothill or small portion of land-water interface in an expansive or panoramic view No loss of views of scenic icons. | Loss of majority of available views such as those of majority of shoreline, ridges, waterways, land-water interface in a restricted or focal view. Loss of views of scenic icons. |
| *Visual Impacts Factors* | | | |
| Factors | Low Impact | Medium Impact | High Impact |
| *Physical absorption capacity* | Existing elements of the landscape physically hide, screen or disguise the proposal. The presence of marinas, large nos. of swing moorings, marina buildings and associated structures in the existing landscape context reduce visibility. Low contrast and high blending within the existing elements of the landscape and built forms. | The proposal is of moderate visibility but is not prominent because its components, forms and line and its textures, scale and building and vessel form have low to moderate contrasts with existing features of the scene. | The proposal is of high visibility and it is prominent in some views. The marina buildings and/or the storage arrangement of boats has a high contrast and low blending within the existing elements of the landscape and waterway and associated built forms. |
| *Compatibility with maritime features* | High compatibility with the character, scale, form, colours, materials and geometrical arrangements of existing maritime features in the immediate context. The range of sizes of vessels accommodated in the marina is similar to other examples in the immediate setting | Moderate compatibility with the existing maritime features in the immediate context. The proposal introduces new maritime features, but these features are compatible with the scenic character and qualities of similar settings in which they are accommodated in The Spit setting and the Middle Harbour generally. The average sizes of vessels accommodated in the marina is greater than the average of examples in the immediate setting | The character, scale, form and spatial arrangement of the proposal has low compatibility with the maritime features in the immediate context or which could reasonably be expected to be new additions to it when compared to other examples in The Spit setting and the Middle Harbour generally. The sizes and forms of vessels accommodated in the marina are outside the range of examples in the locality |
| *Compatibility with urban/natural features* | High compatibility with the character, scale, form, colours, materials and geometrical arrangements of existing urban and natural features in the immediate context. Low contrast with existing elements of the built environment. | Moderate compatibility with the character, and geometrical arrangements of the existing urban and natural features in the immediate context. The proposal introduces new urban features, but these features are compatible with the scenic character and qualities of similar settings in which they are accommodated in The Spit and Middle Harbour generally. | The character, scale, form and spatial arrangement of the proposal has low compatibility with the urban features in the immediate context or which could reasonably be expected to be new additions to it when compared to other examples in in The Spit and Middle Harbour generally. |

## 2.3.8 Visual sensitivity zones

Three visual sensitivity zones are identified which are based on the view place sensitivity or viewer sensitivity as explained above in 2.3.1. These are related to the distance zones from the development site and whether views are from significant public domain or private viewing locations. Viewing places within the high or medium visual sensitivity zones are further assessed as explained below.

### 2.3.8.1 Impact assessment for each zone

An overall impact rating for each of the three visual sensitivity zones is arrived at by inspecting the pattern of the assessment ratings for the visual impacts factors (as given in 2.3.4) on the relevant analysis sheet for each viewing location in that zone. It is generally found that the close range visual sensitivity zone is most affected by any development as the development forms part of the foreground views from the viewing locations within this zone.

### 2.3.8.2 Analysis against relevant information/planning instruments/policies & master plans

The proposed redevelopment and its overall impacts on each of the visual sensitivity zones is analysed against the relevant information. These include:

1. Sydney Regional Environmental Plan, Sydney Harbour Catchment, 2005.
2. Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005.
3. Mosman Council, Local Environmental Plan 1998.
4. Mosman Business DCP 2000.
5. State Environmental Planning Policy 71 – Coastal Protection.
6. Boat Storage policy for Sydney Harbour, June 2004.

### 2.3.8.3 Assessment of the mitigation measures proposed to eliminate visual impacts

The mitigation measures that are already proposed as part of the development are then assessed in terms of their capability to overcome the visual effects and impacts on each of the visual sensitivity zones. Other mitigation measures and management guidelines are then formulated to overcome every possible visual effect and impact.

### 2.3.8.4 Significance of residual visual impacts

Finally and subsequent to the visual effects of the mitigation factors being assessed, a relevant question is whether there are any residual visual impacts and whether they are acceptable in the circumstances. These residual impacts are predominantly related to the extent of visual change to the immediate setting and are also a result of personal choices and preferences.

In terms of the urban component of the development, residual impacts relate to individuals' preferences for the nature and extent of change which cannot be mitigated by means such as vegetation, colours, materials and the articulation of building surfaces. In terms of the marina component, they relate to preferences for the visual effects and appearance of the boat storage and also to individual's preference for whether he/she would prefer a differently organised array of boats. This could be in the form of,

for example, a large number of scattered swing moorings in the views available to them instead.

These personal choices are also a result of people's resistance or resilience towards any change to the existing arrangement of views. Particular individuals or groups may express strong preferences for either form of urban development or of vessel storage. There is no clear research evidence of which we are aware to support either preference.

The significance of these residual impacts is assessed on the basis of the relative sensitivity of viewers and viewing places that may experience these impacts. Whether overcoming these impacts would result in undermining of the potential capacity of the development site to economically support the intended use is not the focus of a visual impacts assessment such as this.

# 3.0 Assessment

## 3.1 View analysis

The components and features of the proposed redevelopment are explained in section 1.4. Detailed field assessments were undertaken on 4, 14 and 17 December 2007 and 31 January 2008 including views from the waterway.

### 3.1.1 Viewing locations and viewing situations

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 key viewing locations ranged from a number of public domain locations including those on:

a) roads,

b) recreational areas

c) waterways.

The locations were selected to represent the kind of viewers' experience of the development which would exist in the immediate area. Locations which represent the main kinds of viewing areas that would be affected were visited and photographed. The photographs taken with a digital 35mm format camera set to simulate a focal length of 35mm, to approximate the correct proportions of the elements of views as experienced by the human eye and to encompass both the marina and a representative part of its scenic context where possible. At each viewing place a series of observations and assessments were made, as documented in Figure 3.1 and Photographic Plates in Appendix B of the report and in the assessment sheets in Appendix A. A variety of other locations were also visited to ascertain the extent of the catchment and the characteristics of the views.

The viewing locations analysed during the site visit are shown in Figure 3.1. These are shown with respect to the viewing distance-close range, middle distance and long distance as explained in the Methodology. It is to be noted that all the viewing locations visited are public domain viewing locations, but they also provide insights into the likely visual effects on private views.

### 3.1.2 Visual catchment

Figure 3.1 shows the potential visual catchment for the proposed redevelopment. The effective visual catchment for the proposed redevelopment is confined by the topography and the presence of natural vegetation and building within the surrounding locality.

The visibility of the proposed redevelopment of the site is largely confined to the following public and private domain viewing locations:

**Public domain viewing locations**

Waterways

- Close range, medium range and distant views from waterways to the north, northwest, west, southwest and south.

- Close range and medium range views from waterways to the north-northeast and east.

Reserves, walkways and scenic routes

- Close range views from The Spit East Reserve and The Spit West Reserve and Parriwi Park.
- Medium range views from Laura Street Reserve and Parriwi lookout point.
- Close range and medium range views from Manly Scenic Walkway and Sandy Bay Road Reserve.
- Medium and distant views from a number of public steps such as between Peronne Avenue and Farmer Road, Gordon street and Peronne Avenue, Gordon Street and Sandy Bay Road, Beatrice Street and Amiens Road.
- Medium and distant views from a number of public steps and scenic walkways along the foreshore of Pearl Bay.
- Distant views from a small part of Clive Park/Elizabeth Park.
- There is no significant visibility of the site and the proposed redevelopment from Clontarf Reserve and Clontarf Beach.

Seaforth

- Medium range views from parts of Laura Street, Battle Boulevard, Seaforth Crescent, Edgecliff Crescent, Old Sydney Road and Avona Crescent.

Balgowlah Heights and Clontarf

- Medium range and distant views from parts of Gordon Street, Beatrice Street, Peronne Avenue, Amiens Road, Adelaide Street, Heaton Avenue, Kanangra Crescent, Ethel Street, Linkmead Avenue and Sandy Bay Road.

Beauty Point

- Close and medium range views from part of Spit Road, The Spit Bridge and a small section of Manly Road.
- Close range and medium range views from Mosman Rowing Club and wharf, restaurants and marina buildings on the eastern side of Spit Road.
- Medium range views from a small section of Parriwi Road.
- Medium range views from parts of Ida Avenue, Pearl Bay Avenue, Beauty Point Road, Delecta Avenue and Government Road.
- There is no significant visibility from Upper Spit Road.

Northbridge

- Distant views from a small part of Clive Park/Elizabeth Park, Sailors Bay Road and Coolawin Road.

## Private domain viewing locations

Seaforth

- Medium range views from residences located on parts of Laura Street, Battle Boulevard, Seaforth Crescent, Edgecliff Crescent, Old Sydney Road and Avona Crescent.

Balgowlah Heights and Clontarf

- Medium range and distant views from residences located on parts of Gordon Street, Beatrice

Street, Peronne Avenue, Amiens Road, Adelaide Street, Heaton Avenue, Kanangra Crescent, Ethel Street, Linkmead Avenue and Sandy Bay Road.

Beauty Point

- Close and medium range views from residences located on part of The Spit Road.
- Medium range views from residences on parts of Ida Avenue, Pearl Bay Avenue, Beauty Point Road, Delecta Avenue and Government Road.

Northbridge

- Distant views from residences on part of Sailors Bay Road and Coolawin Road.

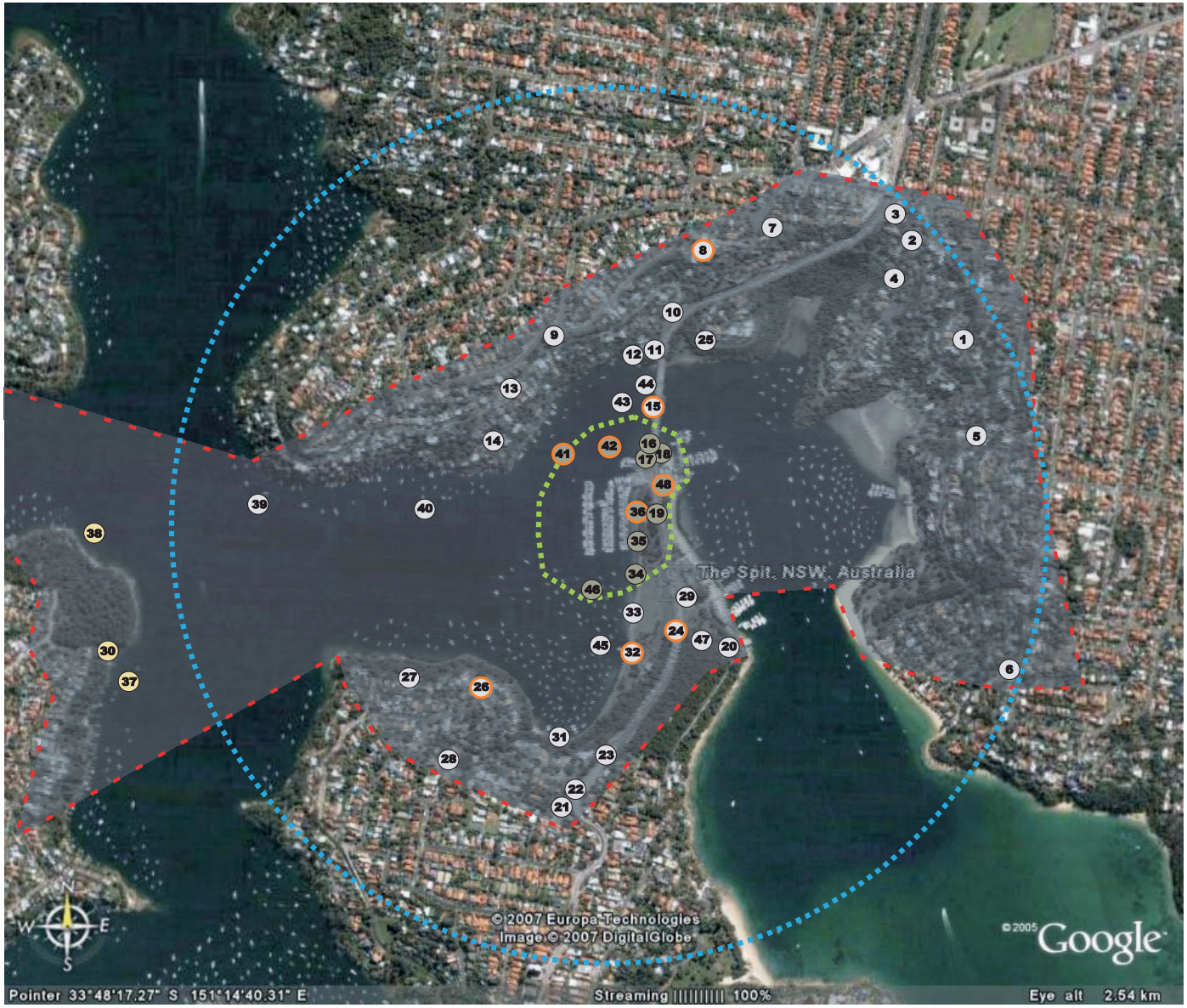
### 3.1.3 Photomontages to represent views

Appendix B also shows a series of photomontages prepared by Design Resource, architectural and 3-D graphics specialists. The montages were created with my supervision and advice, using photographs taken by myself with staff of Design Resource in attendance. A 3-dimensional computer model of the development was created from the architectural plans for the proposed redevelopment. The model became the base layer later to be inserted into the photographs, using the Adobe Photoshop program. A series of photographs of vessels of the maximum lengths which could occupy each of the classes of berths shown on the marina plan were taken by Design Resource, so that the vessels shown on the montage would accurately depict the scale and character of the boats in the future marina when occupied.

These photomontages have been one of the many factors on which the assessment of visual impact is based in this report. The view montages have been prepared to reflect worst case scenario. The montages accurately represent the size, form and character of the proposed vessels and marina structure. The montages were prepared for the following viewing locations which are a mix of close range, medium range and distant locations.

The photomontages have been submitted with the Development Application package.

- From waterways about 100m straight off the northwest corner of Arm C (VP41 of the assessment)
- From the waterway approximately 100m north of the proposed extension of Arm N. (VP42 of the assessment)
- From near the western end of Mosman Rowing Club Wharf. (VP32 of the assessment)
- From the western side of Spit Road, about 100m south of the intersection of Parriwi Road and Spit Road. (VP24 of the assessment)
- From opposite 12 Edgecliff Esplanade. (VP8 of the assessment)
- From the pedestrian walking track below Beauty Point Road. (VP26 of the assessment)
- From near the lift bridge section on the west side of The Spit Bridge (VP15 of the assessment)
- From the east side of Spit Road, opposite Spit Reserve West, looking northwest (VP48 of the assessment)




Not to scale

- Close range viewing locations
- Medium range viewing locations
- Distant viewing locations
- Locations for photomontages
- 1km distance zone
- 100m distance zone
- Potential visual catchment

Figure 3.1: Potential visual catchment

## 3.2 Visual effects analysis

### 3.2.1 Base-line factors

#### 3.2.1.1 Visual character

The visual character of the site and the surroundings has been described in Section 1.3 above.

#### 3.2.1.2 Scenic quality

Scenic quality is a base line against which the effects of changes to the physical environment can be predicted to impact either positively or negatively on the perceptions and emotional reactions of viewers in most kinds of landscapes. It is an important consideration of assessing the visual effects of developments of all kinds and is relevant to assessing the visual impacts of this application.

It is useful in trying to determine the likely scenic quality and effect of the proposals on this to remember that the marina already exists within the visual context and has been at its location for a considerable period together with other marinas. These marinas make a significant contribution to the existing scenic quality of Pearl Bay and Middle Harbour in the vicinity of The Spit Bridge and adjacent localities, part of the base line condition against which visual effects and visual impacts have to be measured.

The cultural values attributed to Sydney Harbour generally are endorsed within strategic planning documents such as SEPP 71 and SREP Sydney Harbour Catchment. Alongside the SREP, the DCP for the SREP contains a visual assessment methodology which is considered in detail in other parts of this report and related to a series of observations based on analysis of approximately 60 existing boat storage facilities. They are also implied within the Mosman Council LEP 1998 and the Mosman Council Business DCP 2000. The aspects of these instruments which deal with scenic issues could be interpreted to indicate a general concern about scenic quality, although none of them are specific about which attributes exist, and to what extent they contribute to, scenic quality. Neither do they specify a level of scenic quality. They also indicate an acceptance of maritime features as part of the scenic quality of the waterways and foreshores in most contexts. The SREP, in particular, identifies The Spit as a place of potential for the uses proposed in the application.

*SREP Sydney Harbour Catchmen*t zones the site as W5, Water Recreation Zone, not any of the Scenic Waters zones. While it does not specify scenic quality or the attributes which lead to it, being a performance based document supported by its DCP, it leaves a great deal of the necessary assessment task to applicants. It shows specific concern for the scenic values of natural elements, landmarks and heritage items and concentration on the existing character of the foreshore. It is, however, acknowledged that the adjacent zoning to this W5 zoning of the site and its immediate surroundings is W8 Scenic Waters Passive Use. The land under this zoning is constituted by the foreshores of Pearl Bay to the south and the foreshores of Fishers Bay to the north of the development site.

*The DCP to SREP Sydney Harbour Catchment* is a little more specific in identifying the existing character of the foreshore as Landscape Character Type 5, accentuating the natural scenic attributes and significant open space and public access to the shoreline, as well as acknowledging maritime uses at Section 3.4. The specific requirements with regard to the performance standards for the Landscape Character Type 5 are considered later in this report. The DCP does not rank the waterway or foreshore in regard to scenic quality and does not provide any detail as to what the level of scenic quality of the Spit are, or which attributes contribute to its scenic quality.

*Appendix D to the SREP for Sydney Harbour Catchment* presents a series of observations about the relationship between boats accommodated in various ways and their potential visual effects. These are useful assessment tools, but the method otherwise provides no guidance as to how to assess the

existing visual character of a location or the likely impacts on that character which would result from various boat accommodation scenarios. The study on which the Appendix D methodology was based has not been tested empirically and did not employ participatory processes in its development which would support or validate its beliefs about public perceptions. It does not state or imply any baseline of scenic quality against which impacts are to be assessed.

*Mosman LEP 1998* has general objectives including the protection of views (Part 1, objective 2(g)) and maintaining and improving the scenic quality (Part 3, 16 Development Control Tables-the land based development site is zoned 3(d) The Spit Waterside Business Zone)

Mosman Council Business DCP 2000 states *"The Spit Waterside business centre is the northern commercial gateway to Mosman and comprises a mix of marina and restaurant uses located on the Middle Harbour foreshore."* The general objectives for the Spit Waterside business centre include that the scenic quality, landscape and harbour qualities of the locality are to be maintained and enhanced.

To summarise the above, there are many indications that scenic quality is an issue of concern to each of the instruments and guidelines. However, there is minimal guidance as to what features constitute that quality, what level it obtains, what kind of impacts there could be on it as a result of this proposal and what impacts would be considered acceptable. Notwithstanding, it is reasonable to conclude that the focus on the foreshores and views indicates a general concern for scenic quality and an acceptance of the need to protect and respond to it appropriately.

## Empirical research related to scenic quality

In the absence of any legislative guidance as to the scenic quality of the Harbour generally or The Spit setting specifically, we must turn to known empirical research sources for information on the likely perception of scenic quality and visual character.

There is extensive empirical research literature concerning general relationships between visible aspects of the physical environment and predicted judgments of scenic quality or other expressions of this, such as judgements of scenic beauty and scenic preference. Most research carried out in this domain unfortunately does not directly address either the effects on perceptions of boat accommodation, boats themselves or the settings in which they are stored.

General landscape perception research would predict that Pearl Bay and its locality would be considered to be of relatively high scenic quality on physical and natural features because of a high presence of extensive water bodies, varied water edges, varied topography and long viewing distances in many views. These features are often reported in empirical research studies as being positively associated with scenic quality or various surrogates for it, such as scenic preferences or expressions of attractiveness and landscape beauty. In an empirical study carried out by myself in the 1980s in Pittwater (Lamb and Purcell, 1982), these features were associated with views judged to be among the highest possible in preference by a large sample of respondents.

A commonly held generalisation in landscape perception research is that scenic preferences are negatively related to the extent of development and particularly the built component in landscapes which have significant natural elements present, such as Pearl Bay (E.g. Lamb and Purcell, 1982, Kaplan and Kaplan, 1989, Nasar, 2002). The dense urbanisation of the general context of Pearl Bay compared to its natural attributes would be expected to decrease the attributes of naturalness and scenic integrity. The latter are often reported as being positively related to scenic quality and therefore, urbanisation, would be expected to decrease perceptions of overall scenic quality (e.g. Williamson and Chalmers, 1982; Zube, Pitt and Anderson, 1974).

Compared to the kinds of scenery usually associated with unequivocally high preferences and ratings of scenic quality, such as predominantly natural scenes or those with minor human-constructed elements, Pearl Bay can be expected to rate as of moderate scenic quality. It is of some note perhaps that the Waterways' zoning of the section of the Pearl Bay in which the site is located is not in any of the three scenic waterways categories, possibly indicating that this section is not considered to be of the highest scenic quality.

Whether a landscape is perceived as natural or built is also thought to influence preferences and the extent of the built component compared to the natural can produce negative evaluative responses in some cases (Lamb, Purcell, Mainardi Peron and Falchero, 1994). In the study reported above in Pittwater (Lamb and Purcell, 1982), built foreshores and associated maritime facilities were in some cases associated with higher variance between judgements of scenic quality. This does not indicate differences in overall preference, but later research indicated that the variance could be explained by respondents differentially and systematically paying attention to different parts of the scene. Commonly, they gave greater weight to either the built or the natural components of the scene, or alternatively perceived the scene as containing cognitive conflicts between different parts. One possibility on this reading in regard to the application is that a marina could possibly be perceived as a built environment and to decrease naturalness and scenic integrity more than, say, swing moored vessels in a given view. This would depend on a yet untested hypothesis that swing moored vessel arrangements are either more natural in appearance or less built than marinas.

My 1982 study did not indicate that there was any effect of vessels accommodated in various ways, including marinas, on the scenic quality judgements of a large sample of scenes, however. Some of these were judged to be of the highest scenic quality. Neither, however, was boat accommodation a focus of the research, so this finding should be approached with caution.

It might also be expected that the order and formality of a marina might be associated with lower scenic quality than other forms of vessel accommodation. This would lead to lower overall perceptions of scenic quality where marinas were present. However order, novelty and increased complexity, which are likely features of a marina compared with swing moored vessels are positively associated with arousal and other evaluative responses (Nasar, 1991, 1994). These responses could be more likely to be associated with a marina compared to a swing moored vessel arrangement.

However even the generalisation that built environments are less preferred is not clear cut. High scenic quality judgements occur for both built and natural scenes (Peron, Purcell, Staats, Falchero and Lamb, 1998) and water-based landscapes are often disproportionately preferred (Lamb et al, 1994; Peron et al, 1998) even when they occur in urban settings. Some of the high preferences which were reported in Peron et al,(1988) were for scenes of highly urbanised landscapes with constructed hard walled edges to the water. Although not analogous, the foreshore seawall wall to Pearl Bay has some similarities to some of the scenes used as stimuli in this experiment.

A wide ranging study by Dr Andrew Lothian in South Australia which had a small sample of mostly undeveloped landscapes in which marinas, among other developments, were simulated indicated a possible reduction in judgements of scenic quality of those scenes compared to those without marinas. However, the sample was too small for the effect to be relied on with any confidence (Lothian, n.d.). In addition, the simplified statistical analyses are not sufficiently sensitive to indicate any significant differences. In the context of this application, the Lothian study is also not particularly useful, because the setting already contains a number of marina developments and many other vessels accommodated on swing moorings and jetties/pens and is not usefully compared to the "without marina" treatments in the Lothian sample, which depict undeveloped landscapes.

There is little published evidence as to the scenic quality of the subject site and its general locality. Nor are there any Australian studies carried out specifically to investigate public perceptions of the scenic quality of Sydney Harbour and Middle Harbour or the impacts of boats or boat accommodation styles on these, if any.

Taken in the context of two values which are conventionally associated positively with scenic quality, naturalness and visual integrity, the overall landscape setting of the proposal is of lower naturalness and visual integrity compared to other areas of Sydney and Middle Harbour in the general vicinity with which it could be compared (e.g. Northbridge, Clontarf Point, Grotto Point, Port Jackson, Watsons Bay, etc.). The nature of the foreshore itself is of low naturalness and integrity in the vicinity of part of the proposal (the reclaimed and retained Spit East and West Reserves) and the visual integrity of the foreshore and upper slopes in many areas are obscured by a largely built urban form, dominated by it, or both.

The presence of maritime elements such as the proposed redevelopment of the marina therefore may be associated with positive, neutral or negative influences with regard to judgments of scenic quality. However there is little known specific research on the extent to which different forms of vessels or vessel accommodation affects average viewer perceptions.

Whether there are widely held community preferences in relation to forms of boat accommodation or their impacts on scenic quality is unknown in Australia at this time. This question has not been the subject of carefully designed and conducted empirical research using appropriate populations of respondents and methods of analysis. So far as we are aware, there are also no substantial overseas studies which could be relied on to indicate what perceptions might be. In the absence of such research it would not be appropriate to generalise about anticipated perceptions.

It is accepted for the purposes of this assessment however that the immediate locality of the proposals, at least in regard to The Spit Reserve, Parriwi Park and The Spit Bridge, is of moderate to high scenic quality and that there is a high sensitivity to matters which could compromise, or change, that quality. The remainder of the bay is of moderate scenic quality. To the extent that it contributes to the existing character of the bay and its scenic quality, the existing marina is a legitimate component within that scenic quality framework. It is also to be taken into consideration that the extent of the proposed expansion of the existing marina is only a small percentage of the total extent of it.

### 3.2.1.3 View place sensitivity

The public domain viewing locations were constituted by those located on roads, reserves/parks/ foreshores/walking tracks and waterways. The view place sensitivity for public domain viewing locations was rated as high for locations within less than 100m from the development site such as some locations on Spit West Reserve, Spit Road and the western footpath, close range waterways and from within the site.

The view place sensitivity was rated as medium for locations between 100-1000m from the development site in Balgowlah Heights and Clontarf, Seaforth, Beauty Point, some locations on Spit Road and The Spit Bridge, Parriwi Road and Park and middle distant waterways and low for locations that were at a distance greater than 1km from the development site such as the distant waterway and locations in Northbridge (refer Figure 3.1 and assessment sheets in Appendix A).

### 3.2.1.4 Viewer sensitivity

There are no residences within a 100m distance from the development site which could be considered of high viewer sensitivity. However, some of the business development related to marina facilities and

restaurants on the eastern side of Spit Road located within 100m of the development site could be considered of high viewer sensitivity. The viewer sensitivity was rated medium for residences located in Balgowlah Height, Clontarf, Seaforth and Beauty Point localities which were within 100-1000m distance from the development site. The sensitivity was rated low for residences along roads more than 1km from the development site such as those located in the Northbridge locality.

## 3.2.2 Variable factors

### 3.2.2.1 Effect on view composition

It was found that the effect on view composition was highest on close and medium range views due to the proposed hardstand, the extension of Arm N, relocation of Arm D, the proposed change in orientation of vessels on the west side of Arm C and to some extent due to the proposed mooring of greater size vessels on the T-Heads of Arms A, B, C and N. The reconfiguration and increase in number of vessels on Arms A and B and the proposed new building did not have any significant effect on the view composition from viewing locations within the visual catchment.

The effect on view composition would be medium on close and medium range waterways viewing locations especially to the north-northeast, north and north-northwest of the development site (refer plates 41, 42, 43 and 44 at Appendix B). It would be medium for close range and medium range locations on Spit Road and The Spit Bridge to the north of the site (refer plates 15, 16, 17 and 18 at Appendix B) and low to medium for viewing locations in Seaforth that would overlook the marina from the north (refer plates 7, 8, 9, 13 and 14 at Appendix B).

The effect of the proposed redevelopment on existing view composition was considered low for locations in Balgowlah Heights, Clontarf and Beauty Point localities (refer plates 1-6, 26-28 and 31 at Appendix B) with the exception of some locations in Beauty Point from where there were restricted and feature views of parts of the marina for which the effect on view composition was considered medium such as from along the western footpath on Spit Road (refer plates 22 and 23 at Appendix B). It was considered low for distant locations in Northbridge (refer plate 30) and from medium and distant waterways to the west of the development site (refer plates 37-40 at Appendix B).

The proposed new signage would have positive effect on the existing view composition for close range locations to include waterway locations to the north and northwest, a small section of Spit Road in the vicinity of the site and a section of The Spit Bridge.

### 3.2.2.2 Effect of relative viewing level

The visual catchment is represented by a mix of locations that are either on grade with the development site such as the foreshores, waterway, Spit West Reserve, part of Spit Road and The Spit Bridge and those which are slightly elevated or at greater elevations on the ridges of Balgowlah Heights, Clontarf, Seaforth, Beauty Point and Northbridge.

The visual effects of the proposed redevelopment would be slightly increased for viewing locations that are close to level with the marina facilities and located at close or medium distance from it such as from the waterway, walking tracks below Beauty Point Road and Delecta Avenue, foreshore locations on Spit West Reserve and some locations on The Spit Bridge (refer plates 15-18, 31-36, 39-46 at Appendix B).

The visual effects of the proposed redevelopment would be decreased for viewing locations that have elevated views over the development site such as roads, residences and reserves in Balgowlah Heights, Clontarf, Seaforth, Beauty Point and Northbridge (refer plates 1-4, 6, 7-14, 20-29 and 47 at Appendix B).

### 3.2.2.3 Effect of viewing period

The visual effects would be increased for passive users of recreation areas and foreshores such as Spit West Reserve, Parriwi Park, walking tracks along the Beauty Point foreshores such as the one below Beauty Point Road and the one below Delecta Avenue, Laura Street Reserve in Seaforth and for frequent users of the waterways (refer plates 9, 11, 12, 26, 27, 31-36, 39-46, 47 at Appendix B).

The visual effects of the proposed redevelopment would be decreased for road users who are constantly moving and who would have views of the development site in the form of glimpses and through windows of viewing opportunities across the side setbacks of the residences on the respective roads (refer plates 1-8, 13-15 and 21-25 at Appendix B).

It is recognised that the visual effects of the proposed redevelopment are increased for private domain viewing locations from residences, offices and commercial and business premises which have long term views of the development site from fixed locations.

### 3.2.2.4 Effect of viewing distance

The visual effects of the proposed redevelopment would be increased for locations close to the development site within 100m, including the ones on Spit Road/The Spit Bridge, Spit West Reserve and waterways. The viewing distance would have a medium influence on the visual effect for locations at a distance between 100-1000m from the development site such as from some locations on The Spit Bridge, waterways, Parriwi Park, walking tracks along Beauty Point foreshores, Laura Street Reserve and other locations in Seaforth, Balgowlah Heights, Clontarf and Beauty Point. There would be low visual effect for locations at a distance greater than 1000m from the development site, such as from distant locations on waterways and from the Northbridge locality.

### 3.2.2.5 View loss or blocking effects

There are no significant view losses or blocking effects of the proposed redevelopment. A small area of open water would be occupied by the proposed extension of Arm N when seen from viewing locations to the north, north-northeast and north-northwest of the development site. The area of open water occupied by the proposed hardstand and the relocation of Arm D is considered to be of only moderate significance in the context of the overall proposal and existing scale of development.

There would be a slight increase in the area of water occupied by the proposed reorientation and increased number of vessels on the western side of Arm C. This proposed reorientation would cause a slight view blocking effect of the distant waters when seen from along the foreshore seawall, along Spit West Reserve and standing straight in front of the marina (refer plates 35 and 36 at Appendix B).

There would be minor or negligible view loss of part of the shoreline and foreshore of Pearl Bay, a small area of water and some vessels on the marina and in the Bay due to the larger second level component of the proposed new building for viewing locations to the north and north-northeast of the development site, such as from The Spit Bridge and the southern end of it (refer plates 11, 15, 16 and 18 at Appendix B).

## 3.2.3 Overall extent of visual effect

The overall extent of visual effects was evaluated by inspection of the pattern of assessment of the visual effects of all of the individual factors for each viewing location. These overall assessments of the visual effects of the proposal are shown in summary on Table 3.1. We assessed the overall visual effects rating of the proposed redevelopment on its total visual catchment to be low.

## 3.3 Visual impact analysis

### 3.3.1 Physical absorption capacity (PAC)

It was assessed that the PAC was low for close range viewing locations on the waterways, foreshores, Spit Road and The Spit Bridge. It was also low for some medium range viewing locations on the waterways to the north, north-northeast and northwest of the development site. It was low to medium for locations in the Seaforth locality from where there are unobstructed views of the marina, the building and other land based components.

The PAC was found to be high for medium range and distant waterway locations to the north, northwest and southwest of the development site. It was high for locations in Balgowlah Heights and Clontarf due to the screening effect of other vessels, marinas, marina buildings, The Spit Bridge and Spit Reserve vegetation in the view composition (refer plates 1-6 at Appendix B). It was also high for Parriwi Park and Parriwi Road (refer plates 29 and 20 at Appendix B).

It was medium to high for low or slightly elevated locations in Beauty Point and Northbridge localities due to the screening effect of swing moored vessels within the Bay and the vessels on the marina itself providing screening to other vessels within the marina (refer plates 27, 28, 30, 31 and 32 at Appendix B).

The PAC was low to medium for some restricted and feature views that were available from near the intersection of Ida Avenue and Spit Road and also from the western footpath along Spit Road in the form of glimpses through tree canopies within the road reserve (refer plates 21-23 at Appendix B).

The PAC was higher for medium range and distant views on waterways due to the screening effect of a number of swing moored vessels within the foreground and middle ground of the views (refer plates 37-39 and 45 at Appendix B). It was low to medium for close and medium range locations on waterways to the south, north and northwest of the development site due to the absence of any swing moored vessels in the view (refer plates 41-45 at Appendix B).

### 3.3.2 Visual compatibility

#### 3.3.2.1 Visual compatibility with maritime features

The visual compatibility with maritime features was generally high for the majority of viewing locations within the potential visual catchment. This is due to the presence of other marinas such as the Ferguson's Marina, Catalina Anchorage and Middle Harbour Yacht Club on the eastern side of The Spit Bridge, the existing marina and a number of swing moorings within the Bay on either side of The Spit Bridge.

It is also acknowledged that the marina already exists at the development site and that the proposed redevelopment of the marina component is only to expand the mooring facilities from the existing capacity of 165 to the proposed capacity of 200. Hence, for some viewing locations with restricted and feature views of the marina, the visual compatibility of the proposed redevelopment should be assessed taking into consideration the much more extensive presence of the existing marina in the view.

#### 3.3.2.2 Visual compatibility with urban and natural features

The visual compatibility with urban and natural shoreline features was also generally high for the majority of viewing locations within its potential visual catchment. This is due to the presence of;

a) a number of marina buildings, waterside restaurants, commercial and maritime related shops as well as the presence of hardstand, slipways, boat lifts and land based areas associated with the marinas on the eastern side of The Spit Bridge,

b) the existing land based activities on the site such as slipways, workshops, car parking, garbage storage area, garbage truck parking bays and garbage containers and:

c) a number of signage related to other marinas, marina buildings, maritime industry shops and restaurants in the surrounding visual context of the site

d) the residential developments and intervening vegetation along the surrounding sloping lands of the ridges.

### 3.3.3 Overall extent of visual impact

The overall extent of visual impacts was evaluated by inspection of the pattern of assessment of the visual impacts of all of the individual factors for each viewing location. These overall assessments of the visual impacts of the proposal are shown in summary on Table 3.1. The overall visual impacts rating of the proposed redevelopment on its total visual catchment was assessed to be low.

## Table 3.1: Overall visual effects and impacts

| Viewing location | Visual effects | | Visual impacts | |
|---|---|---|---|---|
| | Marina component | Land based component | Marina component | Land based component |
| Close range locations | | | | |
| VP16, from the Spit Bridge almost above the northern edge of the sandy embankment | Medium | Medium | Low | Low |
| VP17, from the top most stairs from Spit Road to the northern carpark of the Marina | Medium | Medium | Low | Low |
| VP18, from the southern end of The Spit Bridge on the opposite side of dÁlbora Marina | Medium | Medium | Low | Low |
| VP19, from the east side of Spit Road, near 09 section bus stop | Low | Low | Low | Low |
| VP34, from about 150m southwest of the building along the foreshore seawall. | Medium | Low | Low | Low |
| VP35, from along the foreshore seawall, about 100m southwest of the marina building (No. 12 written on sea wall) | Medium | Low | Low | Low |
| VP36, from The Spit Reserve West, about 80m south of the marina building, looking north | Medium | Medium | Low | Low |
| VP41, from the waterway about 100m directly off the northwest corner of Arm C. | Medium | Low | Low | Low |
| VP42, from the waterway approximately near the end of the proposed extension of Arm N. | Medium | Medium | Medium | Low |
| VP46, from the waterway, about 100m off the soouthwestern edge of Arm B. | Medium | Low | Low | Low |
| VP48, From the east side of Spit Road, opposite Spit Reserve West, looking northwest | Low | Medium | Low | Low |
| Overall pattern of visual effects and impacts on close range viewing locations | Medium | Low-Medium | Low | Low |
| Medium range viewing locations | | | | |
| VP1, from Russell Street, Balgowlah Heights | Low | Low | Low | Low |
| VP2, from in front of 11 Kanangra Crescent, Balgowlah Heights | Low | Low | Low | Low |
| VP3, from north of 19 Kanangra Crescent (very close to intersection of Kanangra Crescent and Ethel Street | Low | Low | Low | Low |
| VP4, from opposite 12 Heaton Avenue, Balgowlah Heights | Low | Low | Low | Low |
| VP5, in front of 41 Peronne Avenue, Clontarf | Low | Low | Low | Low |
| VP6, from near the public pathway to Amiens Road & Clontarf Reserve on Beatrice Street, Clontarf | Low | Low | Low | Low |
| VP7, from opposite 11 Old Sydney Road West, Seaforth | Medium | Low | Low | Low |

| Viewing location | Visual effects | | Visual impacts | |
|---|---|---|---|---|
| | Marina component | Land based component | Marina component | Land based component |
| VP8, from opposite 12 Edgecliff Esplanade (near pathway to Battle Boulevard) | Low | Low | Low | Low |
| VP9, from carpark area Laura Street Reserve (near corner of Battle Boulevard & Seaforth Crescent) | Medium | Medium | Low | Low |
| VP10, from the intersection of Battle Boulevard and Manly Road, Seaforth | Low | Low | Low | Low |
| VP11, from the pedestrian underpass to Manly Scenic Walkway, Seaforth | Medium | Medium | Low | Low |
| VP12, from the north side of Spit Bridge from the north-northwest side of the reserve, Seaforth | Medium | Medium | Low | Low |
| VP13, from over the top of 11 Seaforth Crescent, Seaforth | Low | Low | Low | Low |
| VP14, from near the garage level of 31 Laura Street, Seaforth | Medium | Medium | Low | Low |
| VP15, from the northern edge of the opening section of the Spit Bridge that opens (opposite the control tower) | Medium | Medium | Low | Low |
| VP20, from the apex of Parriwi Road. | Low | Low | Low | Low |
| VP21, from near the intersection of Ida Avenue and Spit Road, Beauty Point | Low | Low | Low | Low |
| VP22, from the footpath to the west of The Spit Road, north of its intersection with Ida Avenue, Beauty Point | Low | Low | Low | Low |
| VP23, From the footpath to the east of The Spit Road (Alcove on the fence), 100m north of the intersection of Spit Road and Pearl Bay Avenue. | Low | Low | Low | Low |
| VP24 from the western side of The Spit Road, about 100m south of the intersection of Parriwi Road and The Spit Road. | Medium | Low | Low | Low |
| VP25, from opposite 10 Avona Crescent, Seaforth | Low | Low | Low | Low |
| VP26, from the walking track below Beauty Point Road/Pear Bay Avenue | Medium | Low | Low | Low |
| VP27, from the bottom of the walking track on Delecta Avenue, Beauty Point | Low | Low | Low | Low |
| VP28, from opposite 5 Government Road, Beauty Point | Low | Low | Low | Low |
| VP29, from Parriwi Park | Low | Low | Low | Low |
| VP31, from the foreshore reserve, right from the head of Pearl Bay, between the two boat houses | Medium | Low | Low | Low |
| VP32, from Mosman Rowing Club Wharf | Medium | Low | Low | Low |

| Viewing location | Visual effects | | Visual impacts | |
|---|---|---|---|---|
| | Marina component | Land based component | Marina component | Land based component |
| VP33, from the foreshore seawall (no. 32 written on top of seawall, about 300m southwest of the marina building) | Low | Low | Low | Low |
| VP39, from waterway, about 200m off the northwestern corner of Seaforth | Low | Low | Low | Low |
| VP40, from the waterway, about 200m off the shoreline of Seaforth, in the alignment of the main boat channel | Low | Low | Low | Low |
| VP43, from the waterways barely west of the Spit Bridge, about 50m off the northern span. | Medium | Medium | Medium | Low |
| VP44, from the waterway directly under the bridge, centre of the north span | Medium | Low | Low | Low |
| VP45, from the waterway, about 100m off the wharf at Mosman Rowing Club | Medium | Low | Low | Low |
| VP47, from Parriwi lookout in Parriwi Reserve. | Low | Low | Low | Low |
| Overall pattern of visual effects and impacts on close range viewing locations | Low | Low | Low | Low |
| Distant Locations | | | | |
| VP30, from Northbridge, near Clive Park at the end of Sailors Bay Road. | Low | Low | Low | Low |
| VP37, from the waterway, about 50m off the shoreline of Northbridge | Low | Low | Low | Low |
| VP38, from the waterway, about 50m off the shoreline of Northbridge, due east of Scouts Camp. | Low | Low | Low | Low |
| Overall pattern of visual effects and impacts on close range viewing locations | Low | Low | Low | Low |

## 3.4 Visual sensitivity zones

### 3.4.1 Impact assessment (ratings)

- The overall effects and impacts rating for the high view sensitivity zone in the public domain were assessed to be low to medium. Highest individual levels of effects were found for close views from the waterways, Spit West Reserve and the southern end of The Spit Bridge.
- The overall effects and impacts rating for the medium sensitivity zone, predominantly in the public domain, were also assessed to be low.
- Low sensitivity zone locations included public domain views. The overall effects and impacts rating for the low visual sensitivity zone were assessed to be low.

The visual impacts on the high and medium sensitivity zones are analysed against the relevant mitigation measures in the section below. The views from low sensitivity zones were not analysed. This is because it was considered that no significant impacts could occur for these locations.

### 3.4.2 Visual effects and impacts on representative viewing locations

Below is a narrative synopsis and a comparison of the existing visual context and the effect of the proposed redevelopment on the existing visual context for a number of critical and representative viewing locations. Photomontages have also been prepared (for views described at 3.4.2.1 to 3.4.2.8) to represent the effect of the proposed redevelopment and have been submitted as part of the DA package.

#### 3.4.2.1 From waterways about 100m directly off the northwest corner of Arm C. (Refer plate VP41 original at Appendix B)

Existing visual context

This is a close range public domain viewing location with views approximately level with the marina. There are panoramic views available from the waterways in all directions. The existing expanse of view in the east-southeast-south-southwest sector is confined by the ridges/headlands of Clontarf and Balgowlah Heights, vegetation of Spit West Reserve and the ridges/headlands of Beauty Point. The foreground and midground view composition is constituted by;

a) The Spit Bridge and its underside,

b) some views of the waters, shoreline and land water interface to the east of The Spit Bridge including the visibility of some vessels in Fergusons Marina and some along the navigation channel waiting to cross the bridge,

c) a section of Spit Road, e) some restaurants, commercial and marina buildings on the east side of The Spit Bridge and Spit Road,

d) the sandy foreshore under the bank embankment on the western side,

e) the existing d'Albora Marina, the marina building and some other land based activities associated with the marina,

f) some swing moorings to the southwest of the marina and a section of the foreshore including Spit West Reserve in the background of these swing moorings.

The vessel located on the western end on the northern side of existing Arm D is prominently visible, vessels on existing Arm N and the wharf at the end of Arm N for fuel and sewage pump out facility

are visible, vessels on the western side of Arm C moored in a north-south orientation are prominently visible, vessel moored on the extreme northern end of Arm B is prominently visible, vessels on the eastern side of Arm C and those on Arms A and B are visible but not highly perceivable due to the screening effect of vessels on the west side of Arm C.

The second level of the existing marina building is visible over and beyond the marina, the signage structure for the marina is visible, the slipway and vessels on the slipway for repair could be perceived and the parking facility and garbage yards and associated facility is slightly visible.

The marina and land based component of the existing marina offers high maritime and land based compatibility for the proposed redevelopment and extensions.

Effect of the proposed redevelopment on the existing visual context

The larger number of vessels on the west side of Arm C that are proposed to be moored in the east-west orientation would be highly visible. The vessel on the northern and southern T-Heads of Arm C would also be prominently visible. The reconfiguration and increase in number of vessels on Arms A and B would not be highly discernable. The vessels on the southern T-Heads of Arms A and B would not be of any significant visibility. Part of the proposed extension of Arm N would protrude out and occupy a small portion of open water in this view. One or two vessels on the proposed relocated Arm D would also be visible. Arms N and D would slightly block the views of the sandy foreshore to the north of the parking bays on the site. The proposed extension of Arm N and relocation of Arm D would not affect views of the Spit Bridge, its underpass and the waters and foreshore to the east of it. There would not be any significant visibility of the proposed hardstand. The vessels proposed to be stored on the hardstand would be slightly visible. The proposed building would have similar visibility as the existing building.

There would be a clear change to the appearance of the building, workshop area and the area formerly occupied by the slipway, as well as a qualitative change to the way vessels were formerly serviced, on the proposed hard stand. The overall nature of the use and purpose of the activity would not change significantly.

It is considered that the proposed redevelopment would have a medium effect on the existing view composition and low effect on the visual character and scenic quality of the existing view. Overall, it would have medium visual effects and low visual impacts.

### 3.4.2.2 From the waterway approximately 100m north of the proposed extension of Arm N (Refer plate 42 0riginal at Appendix B)

Existing visual context

This is a medium range public domain viewing location with views approximately level with the marina. There are panoramic views available from the waterways in all directions. The existing expanse of view in the east-southeast-south-southwest sector is confined by the ridges/headlands of Clontarf and Balgowlah Heights, vegetation of Spit West Reserve, Spit East Reserve and Parriwi Park and the ridges/ headlands of Beauty Point. The foreground and midground view composition is constituted by;

a) The Spit Bridge and its underside,

b) some views of the waters, shoreline and land water interface to the east of The Spit Bridge including the visibility of some vessels in Fergusons Marina and some along the navigation channel waiting to cross the bridge,

c) a section of Spit Road, e) some restaurants, commercial and marina buildings on the east side of The Spit Bridge and Spit Road,

d) the sandy foreshore under the bank embankment on the western side,

e) the existing d'Albora Marina, the marina building and some other land based activities associated with the marina,

f) some swing moorings to the southwest of the marina and a section of the foreshore including Spit West Reserve in the background of these swing moorings.

The vessel located on the northern side of existing Arm D is prominently visible, vessels on the northern side of existing Arm N and the wharf at the end of Arm N for fuel and sewage pump out facility are visible, vessels on the eastern side of Arm C and western side of Arm B are prominently visible, vessel moored on the extreme northern end of Arm B is prominently visible, vessels on the eastern side of Arm C and those on Arms A and B are visible but not highly perceivable due to the screening effect of vessels on the west side of Arm C.

The second level of the existing marina building is visible over and beyond the marina, the signage structure for the marina is visible, the slipway and vessels on the slipway for repair could be perceived and the parking facility and garbage yards and associated facility is slightly visible.

The marina and land based component of the existing marina offers high maritime and land based compatibility for the proposed redevelopment and extensions.

Effect of the proposed redevelopment on existing visual context

The proposed extension of Arm N would be prominent and occupy a part of the mid ground open water of the existing view. There would be a change in the view composition due to the proposed hardstand, vessels proposed to be stored on the hardstand and the proposed relocation of Arm D along the western edge of the hardstand. This would also result in a new visual element in the form of the proposed hardstand over a part of the mid ground view consisting of open water and views of the existing Arm D. The proposed reorientation of the vessels in the east-west direction on the west side of Arm C would be slightly visible. The vessel moored on the northern T-Head of Arm C would be prominent. The proposed reconfiguration and increased number of vessels on Arms A and B would not be highly discernable. The proposed new building would have a greater visibility due to the larger second level component compared to the existing. It would result in minor view blocking of part of the tree canopy beyond. The new building, including the workshop areas on the first floor, would, however, appear to be more attractive compared to the existing building.

As in other close range views on the northern side, there would be a clear change to the appearance of the building, workshop area and slipway, as well as a qualitative change to the way vessels are stored and serviced. There would be no significant change to the overall nature of the use and purpose of the activity.

It is considered that the proposed redevelopment would have a medium effect on the existing view composition and visual character and a low effect on the scenic quality of the view. Overall, it would have medium visual effects and low visual impacts.

### 3.4.2.3 From near the western end of Mosman Rowing Club Wharf (Refer plate 32 original at Appendix B)

Existing visual context

This is a medium range public domain viewing location with views approximately level with the marina. There are expansive views available in all direction with the exception of southeast. The existing view in the north-northwest direction is constituted by the views of waters of Pearl Bay, a number of swing moored vessels within the Bay, Spit West Reserve and the seawall along its foreshore, d'Albora marina and the building, glimpses of far shoreline of Seaforth, a section of The Spit Bridge and ridges of Seaforth, Clontarf and Balgowlah with residential developments and intervening vegetation on sloping lands.

The three north-south arms of d'Albora marina provide partial screening effect to the existing N Arm and total screening to the slipway, Arm D and other land based facilities associated with the marina. The most prominent feature of the existing marina is the vessels moored at the extreme south on the three north-south arms and some vessels on the west side of Arm C moored in the north-south orientation.

The swing moored vessels, the marina component and the land based component of the existing marina offer high maritime and land based compatibility for the proposed redevelopment and extensions.

Effect of the proposed redevelopment on existing visual context

There would be high visibility of some of the vessels that are proposed to be moored in an east-west orientation on the western side of Arm C. There would be high visibility of the vessels on the southern T-Heads of Arms A, B and C. The vessels proposed to be moored on the northern T-Head of Arm C would also be visible. The reconfiguration and increase in number of vessels on Arms A and B would not be highly discernable and the visibility and visual effects of the vessels on these two arms would be similar to the existing visibility of the vessels. The proposed new building with a larger second level component compared to the existing would have similar visibility to the existing situation. The proposed extension of Arm N and the proposed relocation of Arm D would not have any significant visual exposure due to the screening effect of vessels on Arms B and C and other swing moored vessels within the Bay. However, the larger vessel on the T-Head of proposed extended Arm N could be slightly visible. There may be slight visibility of the proposed hardstand and vessels proposed to be stored on it. The view composition offers high maritime compatibility for the proposed redevelopment due to the presence of a number of swing moored vessels.

Overall, there would be little change to the existing composition of the view and no significant view blocking or loss of views of scenic elements, the proposed redevelopment would have low to medium effect on the existing view composition and low effect on the visual character and scenic quality of the view. Overall visual impacts would be low.

### 3.4.2.4 From the western side of Spit Road, about 100m south of the intersection of Parriwi Road and Spit Road. (Refer plate 24 original at Appendix B)

Existing visual context

This is a slightly elevated medium distance viewing location with expansive views. The location is at the beginning of the section of Spit Road for which the views of the waters of Pearl Bay and Middle

Harbour open up due to the absence of vegetation within the road reserve and Spit West Reserve.

The existing visual context of this view is constituted by the foreground views of Spit West Reserve and part of the existing car park, middle distance views of Arms A, B and C and part of Arm N of existing d'Albora Marina and some swing moored vessels, waters of Pearl Bay, private vessels moored along the far shoreline of Seaforth locality, its shoreline and the ridges and the residential developments and intervening vegetation on the ridges.

The vessels on Arms A, B and C are prominently visible in this view, however; the vessels on the existing Arm N are partly screened due to the presence of vessels on Arms A and B in the foreground. The vegetation within Spit West Reserve screen views of part of the marina component, including the existing Arm D and the whole of the land based component of d'Albora Marina which includes the marina building, slipway and parking facility to the north of the marina building. .

The existing visual context offers high maritime compatibility for the proposed redevelopment of the marina component.

Effect of the proposed redevelopment on the existing visual context

The vessels on the southern T-Heads of Arms A, B and C would be highly visible. The proposed change in the orientation of the vessels on the outer side of Arm C would also be perceivable, however; there would be considerable screening of the visual effects of the vessels by those on the inner side of that Arm C and on Arm B. The reconfiguration and increase in number of vessels on Arms A and B would not be highly perceivable. The vessels on the proposed extended Arm N and its T-Head would be slightly visible. Other components of the marina, the proposed new building and the hardstand would not be visible in this view.

The proposed redevelopment would not have any significant effect on the visual character and scenic quality of the view. In fact, the existing marina gives visual interest and vibrance to the opening of the view while travelling north on Spit Road and so would the proposed redevelopment. Overall, it is considered that the proposed redevelopment would have low to medium visual effects and low visual impacts.

### 3.4.2.5 From opposite 12 Edgecliff Esplanade. (Refer plate 8 original at Appendix B)

Existing visual context

This is an elevated medium range public domain viewing location with expansive to panoramic views in the southwest, south and southeast directions. The existing visual context of the view is constituted by views of the vegetation on the sloping ridges of Seaforth in the foreground, a section of Manly Road, The Spit Bridge and a section of Spit Road, d'Albora Marina and its associated land based activities. The view contains a number of swing moorings to the west of The Spit Bridge, Fergusons Marina, Catalina Anchorage, Middle Harbour Yacht Club and their associated land based facilities and a number of swing moorings to the east of The Spit Bridge. It includes the waters of Pear Bay to the west of The Spit Bridge, waters of Fisher Bay and Sandy Bay to the east of The Spit Bridge, a section of Clontarf Beach and Clontarf Point. The view also features vegetation in Spit West Reserve, Spit East Reserve and Parriwi Reserve, part of Spit West Reserve and its foreshore, middle and distant waters of Middle Harbour and middle and distant views of the headlands of Beauty Point, Wyargine Point and Middle Head.

The existing d'Albora Marina occupies a very small part of the total view composition of the existing visual context. The views are over the marina and the land based component due to the elevated nature of the viewing location. The existing context provides high maritime and urban/natural compatibility.

Effect of the proposed redevelopment on the existing visual context

Vessels on the outer side of Arm C would be more prominent compared to the existing situation due to the proposed change in the orientation and the extension of the marina further to the west. The vessels on the T-Heads of Arm C would also be prominent. The vessels on the extended Arm N, including the one on its T-Head, would also be additionally visible. The reconfiguration and increase in number of vessels on Arms A and B would not be highly discernable. However, the vessels on the T-Heads of Arms A and B would be difficult to discern and of low overall visibility. Some vessels on the relocated Arm D adjacent to the western edge of the hardstand would be visible and some would be screened by the vegetation in the foreground of the view. The proposed hardstand and the vessels on it would be visible. The proposed building would be slightly more prominent due to the larger second level compared to the existing. The second level component would cause a minor view blocking effect to a small area of tree canopy and the immediate and small area of water and shoreline in the backdrop. The marina component would result in a slight reduction in the area of open water, which is minimal in the context of the overall view experienced from this location.

There would be a clear change to the appearance of the building and workshop area and a qualitative change to the way vessels are serviced and stored on the proposed hard stand. As indicated for some close range views above, the overall nature of the use and purpose of the activity would not change significantly.

Overall, the proposed redevelopment would be prominent as is presently the case, but the view composition offers high visual, maritime and urban compatibility to the existing situation. The proposal would have medium effect on the existing view composition, low effect on the visual character and scenic quality of the view and low overall impacts.

### 3.4.2.6 From the pedestrian walking track below Beauty Point Road (Refer plate 26 original at Appendix B)

Existing visual context

This is a medium range public domain viewing location which is only slightly elevated above the marina level. There are expansive views from this location. The existing visual context is constituted by views of the waters of Pearl Bay in the foreground and middle ground, a number of swing moored vessels within the Bay, the existing d'Albora Marina, the marina building, shoreline of Pearl Bay and a section of Spit West Reserve and its vegetation. The view includes the Spit Bridge and its under pass, the shoreline of Seaforth, private vessels moored along the shoreline of the Seaforth, Clontarf and Balgowlah ridges and the residential developments and intervening vegetation on them.

The vessels on the west side of Arm C are prominently visible, some vessels on Arms A and B are also visible. The second level component of the existing marina building is visible over and behind the marina. Vessels on Arm N, Arm D, the slipway and other associated land based components are mostly screened by the vessels on Arms A, B and C.

There is some view blocking effect on the views of a section of the shoreline of Pearl Bay to the east of Arm A and a section of the underpass of The Spit Bridge to the northeast of the marina.

The existing visual context offers high maritime and urban/natural compatibility.

Effect of the proposed redevelopment on the existing visual context

The most prominent change would be the change in the orientation of the vessels and the larger number of vessels on the outer side of Arm C. The vessels on the southern T-Heads of Arms A, B and C would also be visible, but similar in contribution to the view to the existing situation. The vessel on the northern T-Head of Arm C would be visible. The reconfiguration and increase in number of vessels on Arms A and B would not be significantly visible. Views of the hardstand, vessels stored on it, the relocated Arm D and the extension of Arm N would be mostly screened by the presence of vessels on Arms A, B and C. The new building would be visible at the location of the existing building with a relatively larger second level component.

The existing view composition offers a high level of compatibility with the maritime component for the proposed redevelopment. Overall, the proposed redevelopment would not have a significant effect on the view composition or visual character and would have a low effect on the overall scenic quality of the view. Overall, there would be medium visual effects and low visual impacts.

### 3.4.2.7 From near the lift bridge section on the west side of The Spit Bridge (Refer Plate 15 original at Appendix B)

Existing visual context

This is a slightly elevated close range public domain viewing location with feature view of the development site and expansive views generally. The existing visual context of the site is comprised by The Spit Bridge, foreground water, views of the land based and marina component of d'Albora Marina, tall vegetation of Spit West Reserve, middle distance views of the Pearl Bay shoreline and its foreshore, middle distance waterway views with swing moorings and views of Beauty Point ridges in the background.

There are unobstructed views of the development site which includes clear views of the marina building, workshops, slipway and vessels on the slipway, gangway, the car park, existing Arm D, Arm N and vessels on Arm C. Views of the vessels on Arms A and B are partially screened by the presence of vessels on Arms N and D in the foreground and also due to the land based component of the marina.

There is some view blocking effect of the views of a section of the Pearl Bay shoreline and Spit West Reserve due to the existing second level component of the marina building. There is also a minor view blocking effect of Pearl Bay shoreline due to the small number of larger vessels berthed on Arms B and C. The views of the ridges and middle and distant waterway are unobstructed.

Effect of the proposed redevelopment on the existing visual context

The proposed hardstand, vessels stored on it, the relocated Arm D on the western edge of the hardstand and the extended Arm N would be the most evident components of the proposed redevelopment in this view. The change in the building and the increased footprint of the second level would also be easily perceivable. The vessels on the west side of Arm C would be more prominent due to the proposed change in orientation. The vessel on the northern T-Head of Arm C would be clearly visible and that on the northern T-Head would be visible over the smaller vessels in the foreground.

The reconfiguration and increase in number of vessels on Arms A and B and the vessels on the T-Heads of those arms would not be highly discernable. The second level of the new building would cause minor view blocking effect of a small section of the far shoreline of Pearl Bay. Also, the marina component would cause some loss of the views of open water in the foreground of the view.

The proposed changes would cause a medium change in the existing view composition. However, it would not affect the existing scenic quality of the view. In fact, the appearance of the land based site including the building and the location of the slipway area would be improved by the construction of the new building and the hardstand. Overall, the proposed redevelopment would have medium visual effects and low visual impacts.

### 3.4.2.8 From the east side of Spit Road, opposite Spit Reserve West, looking northwest (Refer plate 48 original at Appendix B)

Existing visual context

This is a feature view of the existing marina building and its immediate context. It is for a close range public domain viewing location with views level with the land based site. The existing visual context of the site is constituted by a section of Spit Road, the southern entrance to The Spit Bridge, a section of Spit West Reserve and the land based component of the existing d'Albora Marina in the foreground and middle ground. A very small number of vessels on the marina are visible in this view. Some vessels displayed at the front of the existing marina building are also seen in the foreground of this view. The existing signage, part of the existing slipway, a few vessels on the slipway and part of the car park and container area to the north of the marina building are also visible in the middle ground of this view. The ridges and residential developments of Seaforth locality form the backdrop of this view. The existing marina building appears to be predominantly a single storey structure with the smaller second level component highly screened by the road side vegetation.

Effect of the proposed redevelopment on the existing visual context

The proposed two storeys marina building would form the foreground of this feature view. The showroom, the vessels displayed within the showroom and in front of the building, the proposed new signage and a small board sign forms a part of the view composition. This view represents the high architectural standards and the appropriate materials and colours that have been incorporated within the design.

### 3.4.2.9 From Spit West Reserve, about 80m south of the marina building, looking north (Refer plate 36 original at Appendix B)

Existing visual context

This is a close range public domain viewing location with views level with the marina and the land based component.

The existing view context is constituted by a section of Spit West Reserve, vegetation within the reserve and Norfolk Island Palm Trees within the Spit Road Reserve, small number of vessels on Arm A and some on Arm N, the marina building with the deck and part of the restaurant at the ground level facing water and a part two and part one storey appearance of the building, a section of Spit Road visible through the understorey of the trees and highly screened views of some developments on the east side of Spit Road. The background of the view is formed by the ridges and the residential development and intervening vegetation on those ridges in the Seaforth locality.

The existing view context provides high compatibility for the proposed new building at the location of the existing building.

Effect of the proposed redevelopment on the existing visual context

The proposed new building would appear to be slightly larger than the existing building due to the proposed larger second level component, but it is significantly screened by existing vegetation in the Spit West Reserve. The building would be more visually attractive with improved articulation and more human scale, with outdoor kiosks and open deck spaces. The second level component would cause slight view blocking effect of the Seaforth ridge beyond, through a significant tree canopy foreground.

There would be a medium change to the existing visual character and composition due to the land based component, an overall low effect on the existing scenic quality of the view and low visual impacts.

### 3.4.2.10 From the eastern side of Spit Road, slightly to the north and opposite the existing marina building. (Refer plate 18 at Appendix B)

Existing visual context

This is a slightly elevated close range public domain viewing location with feature view of the development site. The existing visual context of the site is comprised by The Spit Bridge in the foreground, the land based component of the existing d'Albora Marina in the middle ground, a section of Spit West Reserve and tall vegetation to the south of the marina building. It shows the existing marina building with a larger ground level and a stepped back second level, the vessels associated with the showroom, part of the slipway, workshops area, the advertising signage, vessels on the existing Arm D, views of waters of Pearl Bay and Middle Harbour, ridges of Seaforth and distant headlands of Northbridge. Some swing moored vessels are also seen within the Bay and there are some private vessels moored along the Seaforth shoreline together with the associated small scale maritime elements such as boat sheds, landing steps, jetties, ramp and pontoons etc.

There are highly filtered views of vessels on the marina across and below the tree canopies of the vegetation in the Spit West Reserve. The visual context of the site is of a highly developed maritime industrial character.

Effect of the proposed redevelopment on the existing visual context

The proposed hardstand, vessels stored on it, the relocated Arm D on the western edge of the hardstand and the extended Arm N would be the most prominent components of the proposed redevelopment in this view. The change in the building and the increased footprint of the second level would also be highly perceivable. The vessels on the west side of Arm C would be slightly visible due to the proposed change in orientation. Vessels on Arms A and B would be mostly screened as is presently the case. The vessels on southern T Heads of all the Arms would also be largely screened. The vessel on the northern T Head of Arm C would be prominent. The larger second level of the new building would cause minor view blocking of the views of top sections of some vessels within the Bay and a small part of the Beauty Point ridge beyond. The marina component would also cause some loss of the views of open water in the foreground of the view. The vessels stored on the hardstand would cause partial view blocking effect of the distant Middle Harbour waters and far shorelines; however their locations would be constantly changing, providing varied views over time. The proposed changes would cause a medium change in the existing view composition. However, it would not affect the existing scenic quality of the view. In fact, the appearance of the land based site including the building and the location of the slipway area would be improved by the construction of the new building, the hardstand and revised parking and storage arrangements. Overall, the proposed redevelopment would have medium visual effects and low visual impacts.

## 3.4.3 Analysis against relevant planning instruments

### 3.4.3.1 Sydney Regional Environmental Plan, Sydney Harbour Catchment, 2005.

**Part 2 - Planning principles**

13 Sydney Harbour Catchment

The relevant planning principles for land within the Sydney Harbour Catchment are as follows:

*(b) the natural assets of the catchment are to be maintained and, where feasible, restored for their scenic and cultural values and their biodiversity and geodiversity,*

*(f) development that is visible from the waterways or foreshores is to maintain, protect and enhance the unique visual qualities of Sydney Harbour,*

*(g) the number of publicly accessible vantage points for viewing Sydney Harbour should be increased,*

Comments: The proposed redevelopment would not have any negative impacts on the natural assets of the catchment, in particular those with scenic value. The development would be compatible with the existing character of the waterways and foreshores and would be compatible with maintaining and protecting the unique visual qualities of Middle Harbour. The development would not have any negative impact on the number of accessible vantage points available, but would also enhance public access to and vantage points on the waterway, by providing better and more inviting public access.

14 Foreshores and Waterways Area

The relevant planning principles for land within the Foreshores and Waterways Area are as follows:

*(a) development should protect, maintain and enhance the natural assets and unique environmental qualities of Sydney Harbour and its islands and foreshores,*

*(b) public access to and along the foreshore should be increased, maintained and improved, while minimising its impact on watercourses, wetlands, riparian lands and remnant vegetation,*

*(c) access to and from the waterways should be increased, maintained and improved for public recreational purposes (such as swimming, fishing and boating), while minimising its impact on watercourses, wetlands, riparian lands and remnant vegetation,*

*(d) development along the foreshore and waterways should maintain, protect and enhance the unique visual qualities of Sydney Harbour and its islands and foreshores,*

*(e) adequate provision should be made for the retention of foreshore land to meet existing and future demand for working harbour uses,*

*(f) public access along foreshore land should be provided on land used for industrial or commercial maritime purposes where such access does not interfere with the use of the land for those purposes,*

*(g) the use of foreshore land adjacent to land used for industrial or commercial maritime purposes should be compatible with those purposes,*

*(i) the provision and use of public boating facilities along the waterfront should be encouraged.*

Comment: Relevant aspects of (a), (b) and (c) have been assessed in considering Clause 13 above. The proposed redevelopment is consistent with these principles. To the extent that it utilises slightly more land than formerly, the hard stand area continues the working harbour character of the existing

site (e) in a more sustainable and environmentally appropriate way. The development overall makes no significant demands on foreshore space and does not reduce, but arguably increases, public access and is therefore compatible with (f) and (g) above. The primary aim of the proposal is to increase provision of boating facilities and it therefore satisfies (i) above also.

The development site is within Zone No W5 Water Recreation. The relevant objectives of this zone are as follows:

*(a) to give preference to and increase public water-dependent development so that people can enjoy and freely access the waters of Sydney Harbour and its tributaries,*

*(b) to allow development only where it is demonstrated that the public use of waters in this zone is enhanced and will not be compromised now or in the future,*

*(c) to minimise the number, scale and extent of artificial structures consistent with their function,*

*(d) to allow commercial water-dependent development, but only where it is demonstrated that it meets a justified demand, provides benefits to the general and boating public and results in a visual outcome that harmonises with the planned character of the locality,*

*(e) to minimise congestion of and conflict between people using waters in this zone and the foreshore,*

*(f) to protect and preserve beach environments and ensure they are free from artificial structures,*

*(g) to ensure that the scale and size of development are appropriate to the locality, and protect and improve the natural assets and natural and cultural scenic quality of the surrounding area, particularly when viewed from waters in this zone or from areas of public access.*

The existing marina and its proposed redevelopment are classified as *"Commercial marinas"* and are permissible with consent under this zoning. The zone description indicates that: *"While many waterfronts have been modified, new development will need to protect any remnant natural features, retain important views and harmonise with the landscape. As water recreation facilities and marinas generally occupy a large amount of the waterway they will need to meet a demonstrated need and avoid conflicts with other water users."*

Comment: The extent of change proposed in visual terms is modest and does not lead to negative scenic impacts on natural assets or the natural and cultural quality of the surrounding area. While there will be qualitative and quantitative changes to be perceived, the former are predominantly positive (more attractive, more environmentally sensitive and appropriate building and maintenance areas), or neutral (no significant loss of views or negative impacts on scenic quality or character caused by increased numbers of vessels or reconfiguration of floating berths).

## Clause 22 : Public access to, and use of, the foreshores and waterways

Subclause 22(a):

*development should maintain and improve public access to and along the foreshore, without adversely impacting on watercourses, wetlands, riparian lands or remnant vegetation.*

Subclause 22(b):

*development should maintain and improve public access to and from the waterways for recreational purposes (such as swimming, fishing and boating) without adversely impacting on watercourses, wetlands, riparian lands or remnant vegetation.*

Subclause 22(c):

*if foreshore land made available for public access is not in public ownership, development should provide appropriate tenure and management mechanisms to safeguard public access to, and public use of, that land.*

Comment: The first two subclauses of Clause 22 are orientated more toward protection of the natural environment and not of direct relevance. However, it is to be noted that the proposed redevelopment is only in the form of a minor expansion of the existing marina including certain relocations and new fuel berth and sewage pump out facilities, a new hardstand, a new building of slightly larger vertical scale at the location of the existing building. The change to accommodate the hardstand area is specifically designed, shaped and detailed to accentuate its role in retaining seagrass beds. The development will provide better, not less, public access and will not have any significant effect on the existing quality or extent of public access and viewing opportunities.

## Clause 23 : Maintenance of a working harbour

Subclause 23(a):

*foreshore sites should be retained so as to preserve the character and functions of a working harbour, in relation to both current and future demand.*

Comment: The proposed redevelopment clearly complies with this subclause, in that it conserves and enhances an existing foreshore site with a long history of association with the intended use. The visual character of the working harbour is also changing as the industrial working harbour declines and the recreational and tourism harbour character increases. An important aspect of the future working harbour is a greater presence of storage and maintenance facilities for recreational vessels and an increase in the size of these. These will become more and more valued parts of the aesthetic qualities of the waterways.

Subclause 23(b):

*consideration should be given to integrating facilities for maritime activities in any development.*

Comment: The existing marina is an integrated maritime facilities development and the proposed redevelopment would further enhance its integrated character by the addition of new hardstand, improved workshops and commercial tenancies, kiosks and restaurants and an improved and expanded storage of reconfigured vessels on the marina itself. It would thus perform the functions of boat storage, boat retailing, public access wharfs, fuelling, waste management and car parking facilities for its clients and to the general boating public and public access for the non-boating public. The rationalisation, upgrading and higher standard of aesthetics in the buildings and marina facilities are minor, but significant, positives in addition to the above in regard to compliance with 23(b).

Subclause 23(c):

*in the case of development on land that adjoins land used for industrial and commercial maritime purposes, development should provide and maintain public access to and along the foreshore where such access does not interfere with the use of the land for these purposes.*

Comment: The proposed redevelopment would not have any significant negative effect on public access to views from the foreshore and will enhance physical access to the marina itself which, in

turn, invites higher engagement with views to and from the development site, by a more inviting and better designed quality.

Subclause 23(d):

*in the case of development for industrial and commercial maritime purposes, development should provide and maintain public access to and along the foreshore where such access does not interfere with the use of the land for those purposes.*

Comment: The proposed redevelopment has no negative effect on the existing access to and along the foreshore and will increase casual public access opportunities to the marina building and its associated facilities.

## Clause 24 : Interrelationship of waterway and foreshore uses

Subclause 24(a):

*development should promote equitable use of the waterway, including use by passive recreation craft.*

Comment: The proposed redevelopment would not have any adverse effect on this aspect.

Subclause 24(b):

*development on foreshore land should minimise any adverse impact on the use of the waterway, including the use of the waterway for commercial and recreational uses.*

Comment: The proposed redevelopment would not have any adverse effect on this aspect and would be likely to increase the public access to views and the quality of the foreground, by rationalisation of parking, storage and garbage facilities, as well as providing a more sensitive interface between public and private land.

Subclause 24(e):

*development should avoid conflict between the various uses in the waterways and along the foreshores.*

Comment: The proposed redevelopment would not have any adverse effect on this aspect.

## Clause 25 : Foreshore and waterway scenic quality

Subclause 25(a):

*the scale, form, design and siting of any building should be based on an analysis of:*

*(i) the land on which it is to be erected, and*

*(ii) the adjoining land, and*

*(iii) the likely future character of the locality,*

Comment: The proposal has been the subject of detailed analysis of design and siting, as well as consideration of the likely future character of the immediate locality, the waterway generally and of boating and boat storage in the near future.

The scale, form and design of the building have been based on the above criteria and appropriately represent the desired future character of the Spit Waterside Business Centre.

The Waterways zoning of the area, in concert with the Boat Storage Policy, identifies the location of the proposal as appropriate for increased boat accommodation including the kind proposed. The likely future character of the area therefore anticipates expansion of existing boat storage facilities as appropriate, indicating that the proposal does not conflict with intentions for the likely future character of the area.

Subclause 25(b):

*development should maintain, protect and enhance the unique visual qualities of Sydney Harbour and its islands, foreshores and tributaries, and*

Comment: In our opinion, the provision of boat storage as proposed is within the established qualities of the wider Middle Harbour context and its siting, form and appearance and would protect its unique visual qualities. There is no evidence that the proposal would cause significant or widespread negative impacts on the existing or future character of the setting, nor on the scenic quality of the waterway.

Subclause 25(c):

*the cumulative impact of water-based development should not detract from the character of the waterways and adjoining foreshores.*

Comment: In our opinion, there would be no unreasonable impact on the character of the views and the adjoining foreshores due to the proposed redevelopment. The redevelopment takes into consideration the likely future character of the locality and it maintains, protects and enhances the visual character of the foreshores and waterways. While there would be an expansion of the existing marina, the small increase in the scale of expansion compared to the existing extent of the marina is not considered to cause any unacceptable cumulative visual impact.

## Clause 26 : Maintenance, protection and enhancement of views

Subclause 26(a)

*development should maintain, protect and enhance views (including night views) to and from Sydney Harbour,*

Comment: The proposed redevelopment has been carefully designed to maintain, protect and enhance views both to and from Middle Harbour. The proposal has been considered in regard to the public and private views, as well as views from the waterway. While there would clearly be moderate change to some view compositions, the effect of the proposal on view access overall is low and would appropriately maintain existing views. Views affected, if any, from close range and medium range viewing places are those of a small area of the foreground and middle ground waters. The new building would replace the existing building and would appear to be more attractive within the context. The hardstand would be a new visual element; however it would only have limited visibility from a small section of The Spit Bridge and from Seaforth ridges and residences on it. Views to middle and distant Middle Harbour waters, headlands, ridges and the adjacent, middle and distant land water interfaces would be retained for the vast majority of the viewing places.

There would be a slight increase in the view blocking effect on distant water views due to the proposed reorientation of the vessels on the west side of Arm C in the east-west orientation and the larger size vessels on the southern T-Heads of Arms A, B and C when seen from a short section of the Spit West

Reserve. This is not considered to be unreasonable as it is a very minor increase that would have a very localised effect.

The proposal also includes close consideration of the need to retain and enhance night views to and from the Harbour. The effectiveness of measures to mitigate lighting impacts is demonstrated in Section 3.4.5. There would not be any significant impacts on night time views.

Subclause 26(b):

*development should minimise any adverse impacts on views and vistas to and from public places, landmarks and heritage items,*

Comment: The proposed redevelopment has been carefully designed to minimise impacts on views and vistas to and from public places. Views from the Spit West Reserve, Spit East Reserve, Parriwi Park and other reserves, scenic routes and walking tracks within the potential visual catchment would not be significantly affected.

There are a number of heritage items in the vicinity of the development site including as well as some archaeological sites (refer to Weir & Phillips & Cosmos Archaeology Report)) The impact of the proposed redevelopment on the heritage significance of individual heritage items has been assessed by Weir and Phillips. It is considered that the proposed redevelopment would not have any significant increased visual effects or impacts on the heritage items and views to and from those items.

Subclause 26(c):

*the cumulative impact of development on views should be minimised.*

Comment: The cumulative impacts of the proposed redevelopment have been minimised by careful consideration and employing appropriate mitigation measures such as;

a) maintaining the same basic layout of arms as existing;

b) relocating the existing Arm D to a new location along the western edge of the proposed hardstand to provide screening effect to the vessels on that Arm;

c) re-orientation of vessels on the west side of Arm C and mooring of comparatively greater number but lesser sized vessels compared to the existing case;

d) larger vessels being placed on T-Heads for ease of navigation and manoeuvring;

e) extension of Arm N to provide for greater capacity of storage of vessels – the visibility of vessels on Arm N would be limited to close range and middle range waterway, a small section of The Spit Bridge and Spit Road and locations in the Seaforth locality;

f) the proposed hardstand and boat lifting facilities to be of minimum size for reasonable functioning, and:

g) the proposed building to be consistent with the desired future character of the Spit Waterside Business Centre.

Comment: In our opinion, the proposal does not give rise to unacceptable cumulative impacts and measures have been put in place to minimise the effects.

### Clause 27: Boat storage facilities

Subclause 27(a):

*development should increase the number of public boat storage facilities and encourage the use of such facilities.*

Comment: The proposal has this specific intention, as well as that of accommodating future demand for an increase in vessel size and the proportion of motor to sail vessels, as acknowledged in the Boat Storage Policy document.

Subclause 27(d):

*development should avoid the proliferation of private boat storage facilities in and over the waterways by ensuring that all such facilities satisfy a demonstrated demand.*

Comment: The proposed redevelopment has the ability to positively respond to the increasing demand for a greater number and size of vessels in the future without leading to an ever increasing area covered by private facilities or alternatively to unexpected or unpredictable visual impacts.

## 3.4.3.2 Sydney Harbour Foreshores & Waterways Area, Development Control Plan for SREP 2005

Section 3.1 states "*the visual impact of a development will vary depending on:*

*The nature of the proposal – its height, width, siting, scale, colour, reflectivity and function;*

*The landscape setting in which it is proposed;*

*The degree of change created – whether it will be minimal or not; and*

*The ability of the proposal to integrate with the landscape character*".

Comment: These factors have been specifically considered in the assessment methodology and analysis carried out in Section 3.1-3.3 of this Report.

Section 3.2 states the general aims that should be achieved

*"All development should aim to:*

*Minimise any significant impact on views and vistas from and to:*

*Public places, landmarks identified on the maps accompanying the DCP, and heritage items;*

*ensure it complements the scenic character of the area;*

*protect the integrity of foreshores with rock outcrops, dramatic topography or distinctive visual features;*

*provide a high quality of built and landscape design; and*

*contribute to the diverse character of the landscape."*

Comment: The proposed redevelopment would not have any significant impact on views and vistas from and to landmark and heritage items and it would be compatible with the scenic character and the shoreline features of the surrounding context. There are no natural scenic features such as rock outcrops or distinctive visual features in the vicinity of the subject site which would be affected by what is proposed and the development would contribute positively to the landscape character of this part of the foreshores.

The development site is within the Landscape Character Type 5 of the DCP. The Statement of Character and Intent states:

*This area contains significant open space providing public access to the shoreline as well as maritime uses. The intent is to allow similar development and uses to those currently occupying the foreshore.*

The performance criteria are as below;

*Recreational activities which are characteristic of this area are preserved or improved;*

*Natural shoreline features are retained and views of these features are maintained;*

*It is sited and designed to complement existing development and to retain the maritime character of the area; and*

*Maritime uses are preserved. Pressure for these uses to relocate is minimised. New development adjoining maritime activities is designed and sites to maintain compatibility with existing maritime activities.*

Comment: The proposed redevelopment is consistent with these performance criteria and would not have any negative effect on the recreational activities and the natural shoreline features. It would assist in beautification and organised arrangement of the existing marina.

## Marinas (Commercial and Private) (Section 4.7 of DCP)

Visual Impact

- *the visual contrast (derived from an analysis of form, line, colour and texture) between the marina and the existing or planned future character of its setting is to be minimised;*

Comment: The proposed redevelopment takes these factors into consideration and does not cause any increase in the existing contrasts between marina facilities and the existing form, line, colour and texture of the foreshores and adjacent development form. The proposal remains consistent with the existing and planned future settings of the surroundings.

- *the visual impact of the marina on people in the visual catchment (derived from an analysis of the potential number of viewers, their location within the landscape, distance from the marina and duration of view) is to be minimised;*

Comment: As explained in detail in section 2.2, the visual impacts of the proposed redevelopment have been analysed specifically on these criteria. The overall impacts are considered to be low. Even for the higher impact zones and locations the visual effects are medium and the visual impacts are low. Every step has been taken with respect to appropriate arrangement of additional and reconfigured vessels on respective arms of the marinas, the relocation of Arm D and the extension of Arm N to mitigate any unreasonable visual, navigational and other related impacts.

- *any visual analysis shall consider the impact of the largest motor vessel(s) capable of being berthed at the marina;*

Comment: The base line assumption of the methodology for this assessment was the capacity of the proposed redevelopment as occupied by vessels of the largest size capable of accommodation in the berths proposed. The impact of larger vessels is minimised by their location relative to the predominant view lines from the public domain and residential context.

- *the largest vessels (motorised or otherwise) to be berthed at the marina are to be located as far from shore as possible;*

Comment: The arrangement of vessels is proposed so that the largest vessels are located farthest from the shoreline towards the waterway with the exception of the vessel on the T-Head of Arm A. It could be replaced with a smaller single vessel or two vessels typical of those on this arm. This would assist in mitigating the minor view blocking effect that would be caused by it on a section of the nearby foreshore reserve.

- *waterside structures and berthed vessels associated with marinas are not to block views from foreshore public open space or views to foreshore public open space from the waterway;*

Comment: There would be a minor view blocking effect of the distant waters when seen from a very small section of the Spit West Reserve. This would be due to the proposed reorientation and increased number of vessels on the west side of Arm C and the presence of larger vessels on the T-Heads of Arms A, B and C. The proposed hardstand would partly alter views from a small section of the foreshore and occupy a small area of foreground waters. These effects are highly localised and limited to very small sections of the foreshores respectively.

The proposed redevelopment would not have any significant impact on views to the foreshores from the waterway.

- *the bulk and scale of buildings and other structures on land is to be minimised through appropriate mitigating measures including landscaping, articulated walls, detailing of surfaces and by using smaller elements;*

Comment: The maximum height of the building is consistent with the prescribed development controls under Mosman LEP 1998. The proposed building is visually attractive and of high architectural standard with appropriate circulation space both at ground floor and first floor levels. It has significant deck areas on both levels providing appropriate set backs and articulation. There is provision for appropriate landscaping on deck areas.

- *the visual impact of car parking from the waterway is to be minimised and*

Comment: The proposed car parking spaces on the hardstand would not have any significant visibility of visual impacts on the visual catchment.

- *all signage is to be located on dry land below the roofline (or parapet) of buildings. Advertising signs are not to detract from the visual quality or amenity of the foreshores and waterways when viewed from the waterways.*

Comment: Not Applicable.

### 3.4.3.3 Boat Storage policy for Sydney Harbour

#### 4.2 Changing demands

*There is a clear trend toward larger boats and a shift in composition toward motorised rather than sailing boats. Sailing vessels are more likely to be stored on moorings while larger motor cruises are more likely to be stored on marina berths. This trend suggests a future growth in demand for fixed berth storage rather than moorings.*

Comment: The proposal responds to the trend identified in the policy by providing wet berths for some larger motor vessels.

### 5.1 Commercial marinas

*Commercial marinas will be generally allowable in certain locations around the harbour where: foreshores are already modified through development, including existing maritime commercial and recreational activities; conflicts with other land and water uses are minimised; public access to land use of the foreshores and waterways is not reduced; the visual impacts of the development are acceptable, and there are no adverse impacts on wetlands or flora and fauna habitats subject to proper consideration through the development assessment process.*

Comment: The ecological issues are for others to address. The proposal complies with the principle of being located where existing foreshore developments and a number of functioning maritime commercial enterprises have existed for many years, on both sides of The Spit Bridge. There would also be no change to access to the public land, wharf, foreshores or waterways and the visual impacts of the proposal are considered to be acceptable.

## 3.4.3.4 Mosman Council Local Environmental Plan 1998

### Part 1 Preliminary

*2 Objectives of the Plan are;*

*2(f) to enhance and protect the scenic amenity of Sydney and Middle Harbours.*

*2(g) to retain views to and from water and foreshore reserves from and to public areas and streets and residential allotments*

Comment: The proposed redevelopment is consistent with these two objectives as explained in regard to other similar planning objectives above.

*10B What general provisions apply to advertisements?*

*Despite any other provision of this plan, development may be carried out with consent on any land for the purpose of an advertisement if the Council is satisfied that:*

*(a) the advertisement only indicates the purpose for which the premises or site on which the advertisement is located is used, and*

*(b) the advertisement will not interfere with the amenity of the area.*

Comment: The advertisement is a Business Identification Sign and would display d'Albora Marina and the names of the tenants occupying parts of the marina building and workshops. The proposed signage is considered to be visually an improved one over the existing signage. It would be a compact structure and would not be supported on piers as the existing. It would not negatively affect the visual and physical amenity of the area.

### Part 3 Business Zones

3(d) The Spit Waterside Zone relevant objectives to visual and related amenity impacts are;

- *Maintain The Spit as a prime recreational boating resource and working marine area with associated commercial activities*

- *Maintain and improve the scenic quality of The Spit by ensuring the external appearance of buildings is of suitable materials and colours and of a height and scale which is unlikely to affect the environment adversely*

Comment: The proposed redevelopment is consistent with the above objectives. The proposed redevelopment would further enhance the maritime character of the site due to the presence of the hardstand and improved workshop and commercial tenancies as part of the land based component as well as improved reconfiguration of vessels and fuel and sewage pump out facilities within the marina.

The design of the proposed buildings and the material and colours for its external surfaces has been considered on the basis of its waterside locations and exhibit appropriate maritime character. The maximum height of the building is consistent with the following height control development standard.

*Permissible developments with consent in this zoning are: boating industry facilities, car parking facilities, marine sales and service centres, marinas, restaurants, water based clubs and activities* - The proposed redevelopment is permissible with consent.

*Floor space ratio 1:1, Height limit up to 8 metres* – The maximum height of the building is consistent with this development control with an exception of a small lift overrun on top of the roof.

## Part 8 Environmental Controls

27 Foreshore scenic protection area

*(1) The objectives of establishing a foreshore scenic protection area are:*

*(a) to recognise, protect and enhance the natural, visual, environmental and heritage qualities of Mosman, and*

(b) to co-ordinate planning controls with Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 and ensure its objective are met.

Comment: The proposed redevelopment has been designed taking into consideration these aspects and is consistent with these criteria.

## Part 9 Heritage Conservation

37 Development in the vicinity of heritage items

(1) *The Council, when determining an application for consent to carry out development on land in the vicinity of a heritage item, must consider:*

*(a) the likely effect of the proposed development on the heritage significance, curtilage and setting of the item, and*

*(b) the impact of the proposed development on any significant views to or from the heritage item.*

Comment: The heritage impact assessment for the proposed redevelopment has been undertaken by Weir and Phillips. Based on the site documentation and the assessment represented in 3.1, 3.2 and 3.3 it is concluded that the proposed redevelopment would not have any effect on the significance of a number of heritage items in the vicinity of the development site or on views to and from those items such as The Spit Bridge, Parriwi Park, Quakers Hat Park, Beauty Point Road and others. Refer to the Report by Weir & Phillips.

### 3.4.3.5 Mosman Council Business DCP 2000

The DCP provides objectives and desired future character of the Spit Waterside Business Centre at 4.11.

*The Spit Waterside business centre is the northern commercial gateway to Mosman and comprises a mix of marina and restaurant uses located on the Middle Harbour foreshore.*

The relevant objectives in relation to scenic, visual and related amenity impacts are;

To have:

*The spit form a gateway to Mosman.*

*The Spit function as a prime recreational boating resource with a working marine area and associated commercial activities.*

*The scenic quality of the locality maintained and enhance by ensuring the design, height, scale, materials, colour and appearance of buildings are suitable to the location.*

*The landscape and harbour qualities of the area enhanced and maintained.*

*The amenities of pedestrian linkages improved and to have continuos public access along the foreshore.*

Comment: The proposed redevelopment and its design and layout are consistent with these objectives. It would further improve the visual appearance of the land based and the marina component of the existing maritime facilities by appropriate organisation of vessels, appropriate fuel and sewage pump out, proposed hardstand, and a boat lift that would provide a working harbour appearance, appropriate relocations and extensions and an attractive and articulated marina building. These components of the proposed redevelopment aim to achieve the above objectives.

The factors that the DCP recommends to be considered for the desired future character are;

*Enhance pedestrian amenity in front of the business frontages and provide continuos public foreshore access,*

*Enhance the scenic qualities of buildings and landscaping when viewed from the harbour and the street,*

*Enhance the visual link of commercial buildings and the harbour location with the use of materials, colours and below awing advertising. Above awning advertisements and business signs are to be restricted to lettering on the glazed areas only. Roof top signs and illuminated signs are not permitted.*

*Preserve the architectural form and detail of traditional waterfront marine uses.*

Comment: The building design, colours and materials are chosen so that they are compatible with its maritime location and function. The building together with appropriate landscaping on the decks at both levels would appear as an attractive and articulated visual element. The existing public foreshore access and linkages would not be affected by the proposed redevelopment.

Section 5.4 provides urban design and planning guidelines for developments in Spit Waterside Business Centre. The relevant objectives are;

*O1 To have development that is compatible with the height and roof forms of existing traditional buildings to produce a cohesive streetscape.*

*O2 To have development that is compatible with the existing timber buildings in Spit Waterside.*

*O3 To have street and water frontages suitable for active business uses.*

*O4 To have The Spit maintained as a prime recreational resource and working marine area with associated commercial activities.*

*O7 To have full advantage and enjoyment of the scenic location with the use of outdoor seating in conjunction with business uses.*

*O8 To have development that is compatible with the visual amenity of the harbour.*

*O10 To have public pedestrian access along the foreshore.*

Comment: The materials for the construction of the building are proposed to be predominantly timber including timber clad steel columns, railings and balustrades. This is keeping in line with the maritime nature and function of the building and the characters of the surroundings. The deck areas and restaurants are located in such a way that they make use of access to scenic harbour views.

The land based component of the site including the building, associated deck area and kiosks, workshops and the hardstand would assist in further improving the maritime and commercial character of the development site. The workshops in the new building and its association with the hardstand would be improved compared to the existing scenario.

The existing public pedestrian access along the foreshores would not be affected by the proposed redevelopment.

The planning guidelines provide for development standards and general guidelines in relation to height, floor space ratio, shopfronts, awnings, façade treatment of the street wall, rooftop and vehicular access. The proposed building and land based component of the redevelopment are consistent with these planning guidelines and development standards.

## 3.4.4 Visual effects of the proposed signage

The main site sign will have similar visibility as the existing site sign from the visual catchment. It will be visible in close range views to the north, northeast, east and southeast and some middle distance views from high points to the north and northeast. This will include parts of the waterway, a section of Spit Bridge and the Spit Road, some locations in Seaforth and Balgowlah Height, a section of the Spit West Reserve and from the existing commercial buildings in the immediate context of the site.

The site identification wall sign will have highly restricted visibility from the visual catchment which will be limited to close range viewing locations to the south and southeast. There already exist a wall sign at the location of the proposed new wall sign. The existing wall sign will be removed.

The proposed signage will be visible in the context of many business identification signs of a variety of forms, sizes and colours associated with the marina buildings, marinas, maritime shops and restaurants within the surrounding visual context of the site.

The proposed signage will not be prominent in any of the views, will not appear to be a new visual element and will not have the effect of altering the existing view compositions. The proposal is to replace the existing signage with the new ones. The new location of the main site sign does not result in an increased visual exposure or visual impacts.

The potential visual effects and impacts of the proposed signage has been taken into consideration in arriving at the overall effects and impacts ratings for each viewing location assessed as part of this Report.

## 3.4.5 Visual effects of the proposed lighting

### Marina component

The lighting would be similar to the lighting on the existing marina. Lighting and fire safety facilities would be provided in the form of light and services pedestals, fire hose reels and fire hydrants as provided in the existing marina. Service pedestals would be provided for each berth. The pedestals house fresh water and power outlets. All pedestals provide low level lighting which is sufficient for the safety of patrons using the facilities after dark. Light levels would be low and are not intended to provide general lighting. The pedestals proposed are 927mm high MTech MP800 units or similar.

The lamps would be located near the top of the light and service pedestals at approximately 800 to 900 mm above walkway level. The lamps are proposed to be 15 watt self ballasted compact fluorescent Osram "Long Life" lamps, the colour and type of which may be decided later. The preferred colour for lamps is one which would emit light in the "warm" part of the spectrum (i.e. appear slightly yellow/ pink), rather than "cold" white. The lamp is shielded from view, diffused and directed downwards by a translucent plastic louver system so that it only serves the purpose of providing safe lighting to the walkway deck. There is minor light spill out at angles above the angle of the dominant flow, but there would be no glare.

The lighting is proposed to provide safe illumination of the walkways and to allow pedestrians to safely navigate between the shore and their moored vessels only.

The pedestal lighting is proposed to be switched on automatically to full output at dusk and then, at a preset time to be determined, fade to a minimum level for safe access along the walkways. The lights would then automatically turn off at dawn. Lighting which is turned on by means of infrared motion sensors would be used at gangways that would assist in safety and act as a security measure.

These units and similar lighting arrangement have been installed on the existing marina and the majority of newer marinas around Sydney. Images showing the night time appearance of the existing lighting are at Appendix C. It should be appreciated in examining the night photographs of lighting facilities that the long shutter speeds which are necessary for the photography increase the apparent intensity of the lights compared to other items in the scenes and that in reality the level of lighting would appear considerably less to the eye.

The lighting would be visible to a varying extent from the visual catchment of the proposed redevelopment. It would be visible within the existing context and contribute to the effect of other light sources on land and in water. In most views, the lighting provided for individual berths would not be prominent. This is because of the masking effects of vessels themselves, which are generally taller than the units. The location of the light sources generally between two rows of vessels further decreases the likelihood of there being visibility of a significant number of light sources in any single view. Exceptions are lighting on the new jetty where a larger number of light sources would be visible from some directions and the few opportunities which exist for a view down the length of an individual arm. The latter occur only over a very narrow cone of view.

From most of the viewing locations to the north and south in Seaforth and Beauty Point localities respectively, the lighting would also be visible with the backdrop of the lights of residential development located on the slopes and ridges on the far side as well as other light sources such as on roads, reserves and other commercial buildings. Lighting along the main walkway would be visible from Spit West Reserve, a section of Spit Road and a section of The Spit Bridge. From many viewing locations the proposed lighting will be seen in the context of the lighting on other marinas at The Spit. It will appear to be similar to the lighting on these marinas.

We are of the opinion that while there would be visibility of lighting to some extent in most views, that there are no negative visual impacts of the lighting proposed on the marina. This is because the intensity of the proposed lights is very low compared to the already existing lighting sources in the vicinity of the marina and because of the extent to which vessels would mask the lighting to varying, generally considerable extents.

It is agreed that there would be an area of the waterway presently without lighting at night which would be transformed in appearance by the proposed lighting of the marina. There would be some locations where a viewer would be able to interpret the line of part of the marina structures, represented by a row of lights (i.e. in elevated views from the north and south and from the waterway, generally southwest and north of the marina). It would not be possible to perceive of more than a part of the overall development on the basis of the lights visible, from any viewing location. The proposed lighting would not have an effect of significantly altering the view composition of the views nor significantly increasing the intensity of lighting that exists in the present context. It would also be not visually prominent.

## Land based component

The lighting on the hardstand, publicly accessible areas and workshops will be typical of the lighting required for the safety of the patrons. It will be in the form of shielded downlights and security and sensor lights.

The marina building will have downlights to light up the publicly available areas, some wall surfaces and may have some feature lighting to underside projections of the roof to provide ambient lighting which will be operated only during office hours. There will be low energy lighting in offices within the buildings which would function only during office hours. The restaurant will have soft lighting and will be open until about 10-11PM.

Apart from the above, there will be soft lighting of the decks, low level path lighting and dim soft security lights. The showroom will have some lighting at night for display and security purposes.

These proposed lighting will be visible from the immediate, close range and medium range visual catchment. It will be visible in the context of the large number and range of other light sources many of which will be brighter than the ones proposed. These include the lighting on the Spit Road, lighting within the Reserve and lighting associated with commercial buildings and restaurants on the east side of Spit Road. The lighting will also be seen in the context of the lightings in residences on the ridges in the Seaforth, Balgowlah Heights and Beauty Point localities.

It is assessed that the proposed lighting for the land based component will not be prominent or out of character and will not result in any unreasonable visual impacts.

## 3.4.6 Assessment of the proposed mitigation measures

### 3.4.6.1 Layout of the proposed redevelopment of the marina

The basic layout of the arms of the marina has been retained with Arms A, B and C at the same locations as existing. Arm D is proposed to be relocated from its existing location berthing vessels requiring repair and works to a location along the western edge of the proposed hardstand. This would facilitate better access and coordination between storage of vessels on the Arm and its lifting on the hardstand for repair works. The extension of Arm N is so proposed that it appears to be in approximately the same alignment as Arm B and provides continuity with the overall expanse of the existing marina.

This layout assists in overcoming any potential visual effects and impacts that would ensue had there been major alterations to the existing layout and also results in ease of the construction of the proposed redevelopment.

### 3.4.6.2 Distribution of vessel size on marina

The scale of vessels is generally distributed throughout the floating pontoons of the existing and the proposed marina so that the larger vessels are furthest from shore, with the smaller vessels located close to shore on the eastern side. For example, as shown in DA01, the vessels greater than 25m vessel size are located on the outer most arm and on the west side of that arm. Similarly, vessels greater than 20m vessel size are located on the T-Heads of the Arms so that they are located at the extreme ends of the overall extent of the marina in the north-south directions.

The vessel size distribution also follows this pattern with relatively smallest size vessels berthed on Arm A, medium sized vessels on Arm B and relatively largest size vessels on Arm C. The orientation of the vessels on the west side of Arm C is to be changed from the existing north-south orientation to the proposed east-west orientation to accommodate larger number of slightly smaller size vessels compared to the existing number and size of vessels moored there.

This distribution of the vessels sizes would result in lower prominence of the larger vessels when seen from close range viewing locations along the foreshores due to the screening effect of smaller vessels in the foreground and the decrease in visual size of the vessels relative to the distance between the viewer and the location of vessels on water.

### 3.4.6.3 Colour and material usage and form of the building

The building colours and materials are chosen so that they are compatible with maritime environments and functions. The building would be mostly constructed with timber with steel columns also rendered in timber, timber decks and timber railings. The roof would be colorbond, light weight with concealed gutters and pipe conduits. The timber form of the building would be consistent with other maritime buildings and shops present within the surrounding context of the site.

The form of the building is designed in such a way that would result in visually attractive and articulated structure, suitable for its function and maritime environments.

### 3.4.6.4 Colour scheme and scale of associated facilities

The access control gates, administration offices, gangway and service pedestals have been proposed of such colour schemes, scale and materials that are compatible within the maritime environment, reduces their prominence and are of the minimum size required for their functioning and safety.

### 3.4.6.5 Lighting

The lighting for the marinas as well as the land based component is so proposed that it would only be sufficient for safe access, safe working and functioning. The lighting arrangement is not considered to result in any unacceptable visual impacts on both high and medium sensitivity zones. The lighting associated with the restaurant will be similar to other waterside restaurants and in the context of other light sources such as road lights, lighting within the reserve, lighting of residences on ridges, it will not be prominent or have any significant potential visual impacts.

### 3.4.6.6 The size of the hardstand, softening effect and appropriate colour scheme

It is proposed to replace the existing obsolete slipway with a new hardstand area located on the northern side of the building. The piles supporting the hardstand would be setback 2m from the edges so that they are recessed in the shadow and are of a dark colour. The hardstand would also be made of a timber plank/concrete deck. It would have thin leading edges where these would be visible, so as to reduce the perceived bulk and scale of the structure. The hardstand would be of a minimum size for the purpose that it is required to serve so as to reduce the surface area to a minimum necessary for its function. The length of the hardstand would be such that it does not protrude unreasonably in the seaward direction.

The plan form of the hardstand is curvilinear to follow the generally curved form of the Spit Bridge revetment wall and curved remnants of the former tramway alignment and also to curve around the existing seagrass beds and ensure that they are not impacted by way of shadows from the structure.

The colour scheme of the external surface of the hardstand could be so selected that it reduces its prominence further. However, it is generally observed that the colour of the hardstand if of natural concrete gradually changes to a dark blue grey colour within a relatively short time frame due to the effects of boat maintenance activity, washing down and so on.

## 3.4.7 Comparative analysis with other urban localities and maritime features in Middle Harbour and Sydney Harbour

As part of the field documentation, relevant features of other marinas were noted and assessed and photographs were taken. The marinas that were assessed for comparative analysis were Fergusons Marina, Catalina Anchorage, Middle Harbour Yacht Club and Clontarf Marina on the east side of Spit Road and Rose Bay Marina and RMYC Marinas in Rose Bay and CYCA marina in Ruschcutters Bay in the Sydney Harbour (Refer Table 3.2 comparative analysis).

### Marinas to the east of Spit Road

Fergusons Marina is located close to the southern end of The Spit Bridge in the form of two arms in the east-west orientation and one north-south arm connecting them, located closer to the foreshore. It mostly houses sailing vessels. The vessel moored at the eastern end of the longer east-west arm is comparable in size to the proposed larger vessels on the T-Heads of Arms in d'Albora Marina. The land based component of the marina is constituted by a two storey marina building, security gates, ramp, gangway, a hardstand and a boat lift. (Plates A to C)

Catalina Anchorage and Middle Harbour Yacht Club are located along the shoreline of Spit East Reserve and are in the form of four east-west oriented arms in total. Catalina Anchorage mostly houses sailing vessels while MHYC houses a mix of motor cruisers and sailing vessels, but predominantly the latter. The land based component of the marinas is constituted by two storey marina buildings, security gates, ramps and gangways respectively. (Plates D and E)

Clontarf Marina is located along the eastern shoreline of Fisher Bay, approximately opposite Fergusons Marina. It is in the form of a single east-west arm with vessels moored on both sides of the arm, pontoon, security gate and gangway. The land based component of the marina is constituted by a two storey marina building, hardstand and a boat lift. (Plate F)

The visual context of all of these marinas is very similar to d'Albora Marina. Other than Clontarf Marina for which close range views from residences are possible, none of the other marinas, including d'Albora Marina, provide close range residential private domain views. Water level views of all of these marinas are possible from the beaches, foreshore parks and reserves. All of these marinas cause some view blocking effect on views from these close range viewing locations due to the level view lines.

The visual context of the wide nature of the bay, elevated medium and distant public and private domain viewing opportunities constituted by surrounding ridges are also features of these marinas in common with d'Albora Marina.

The marina buildings are of similar forms, scale and height. Several are composed of a mixture of commercial and restaurant uses as in the proposal. The proposed d'Albora Marina building would be consistent within the context of these buildings. The presence of hardstands and boatlifts is also a known existing feature and a common visual element within this wider visual context.

It is acknowledged that d'Albora Marina is the largest marina in the context and contributes substantially towards the cumulative visual effects of all of these maritime facilities and other smaller scale private and commercial facilities, as well as swing moorings and low intensity sailing activities. However, the increase in space occupied by the proposal is minor in the context of the existing capacity and extent of the marina and the existing marina has a greater capacity to absorb the proposed extent of change than any of the others to which we refer in this section.

## CYCA Marina and d'Albora Marina, Rushcutters Bay

The CYCA marina and d'Albora Marina in Rushcutters Bay are situated in a very narrow bay compared to the subject marina. Together they occupy approximately 75 % of the area of the southern part of Rushcutters Bay.

They are prominent in the surrounding visual context. The visual setting has some similarities with that of d'Albora Marina at the Spit and Rose Bay Marina. There is a sandstone wall along the foreshore of the Bay, along the periphery of Rushcutters Bay Park, with public reserve behind. The surrounding residential developments consist mainly of apartment buildings.

The Marinas results in significant view blocking effect of the surrounding waterways and foreshores from the immediate public domain at the southern end of the bay due to the availability of water level views and the narrow shape of the waterway. In the case of the subject marina, the bay is wide, offering significant unaffected views, although there is existing view loss toward the west from the public foreshore of Spit West Reserve adjacent to Arm A. The proposal would not cause a significant increase in that effect.

The land based component is constituted by one and two storey marina buildings associated with hardstands and the boat lift structures and in that regard are similar to the proposal. (Plates G to J))

## Rose Bay Marina and Point Piper Marinas, Rose Bay

Rose Bay Marina and Point Piper Marina are situated in Sydney Harbour in one of the widest bay in Sydney. Rose Bay Marina is in the form of one main arm extending in a north-south direction with vessels moored on both sides of the arm and one relatively smaller east-west arm, closer to the foreshore. It houses a mix of motor cruisers and sailing vessels. Point Piper Marina is in the form of a single east-west arm, housing a mix of motor cruisers and sailing vessels.

The land based component of both is comprised by a two storey marina building and a slipway; however Rose Bay Marina's slipway has been decommissioned.

The setting has a similar foreshore and shoreline context to the proposed d'Álbora Marina at The Spit due to the presence of a sea wall along The Promenade; however this is of a relatively higher elevation compared to the foreshore seawall along the Spit West Reserve. Rose Bay Park and the associated beach provide water level views of the marinas, similar to the views from scenic walkways and Reserves in the vicinity of d'Albora Marina. The marina cause some view blocking effect on views from these close range viewing locations due to the level view lines.

The surrounding residential developments are located on the slopes of the ridges and are predominantly detached dwellings intervened with dense vegetation, similar to the subject d'Albora Marina context; however, the distance between the marina and the ridges is relatively larger in the case of the latter.

Similar to the subject marina, the immediate visual context offers high maritime and urban/natural compatibility due to the presence of Rose Bay Marina, Point Piper Marina and the RMYC Marina in the immediate vicinity. (Plates K to O)

## Summary Issues of Comparative Analysis

The comparative analysis indicates that the proposal would have relatively small impact on views from the public domain and foreshore in terms of view blocking, compared to an application for a similar increase in size in the other marinas to which it was compared. It also indicated that the proposal would have high compatibility with maritime and associated urban elements when compared to other examples cited.

## Table 3.2 Comparative Analysis of marinas

| Marina | Scale and Character Comparison with Proposal |
|---|---|
| **D'Albora Marina, The Spit** | ▪ Situated in Middle Harbor, to the west of the Spit Bridge, in the form of three main arms for berthing of vessels.<br>▪ Wide bay setting with extensive waterways to the west.<br>▪ The surrounding foreshore and water level visual context is significantly natural with dense vegetation. Spit West Reserve provides views that are relatively level with the marina. Moderate to high physical absorption capacity due to the screening effect of the vegetation within the Spit Reserve West, the road reserve, Parriwi Park and the Spit Bridge embankment when seen from viewing locations to the northeast, east, southeast and south.<br>▪ High maritime and urban/natural compatibility due to the presence of a number of existing marinas on the east side of Spit Road in the same or similar visual settings to the proposal. |
| **Catalina Anchorage, The Spit/ Middle Harbour Yacht Club Marina** | ▪ Situated in Middle Harbour, to the east of the Spit Bridge, in the form of main arms for berthing of 20 vessels.<br>▪ Narrow waterway with marinas and other forms of boat accommodation on both sides.<br>▪ The surrounding foreshore and water level visual context has significant natural components with Parks and beaches located along the western shoreline. The waterways and the Marina are relatively lower than the level of the adjacent foreshore development.<br>▪ High maritime and urban/natural compatibility due to the presence of a number of existing marinas on the same and also the western side of Spit Road in the same or similar visual settings.<br>▪ Small marinas dominated by sailing vessels but with similar relationship to public reserves and the waterway.<br>▪ Vessels moored have lesser view blocking effects than the existing d'Albora Marina |
| **Fergusons Marina** | Similar to Catalina Anchorage above<br>▪ High maritime and urban/natural compatibility due to the presence of a number of existing marinas on the same and also the western side of Spit Road in the same or similar visual settings. |
| **Rose Bay and Point Piper Marinas** | ▪ Situated in Sydney Harbour in one of the widest bays in Sydney. Rose Bay Marina is in the form of one main arm extending in the north-south direction with vessels moored on both sides of the arm and one relatively smaller east-west arm, closer to the foreshore. Mix of motor cruisers and sailing vessels. Point Piper Marina is in the form of a single east-west arm.<br>▪ Similar foreshore and shoreline context to d'Albora Marina due to the presence of a sea wall along The Promenade which is of a relatively higher elevation compared to the foreshore seawall along the Spit West Reserve. Rose Bay Park and the associated beach provide water level views of the marina, similar to the views from scenic walkways and Reserve in the vicinity of d'Albora Marina.<br>▪ The surrounding residential developments are located on the slopes of the ridges and are predominantly detached dwellings intervened with dense vegetation. |
| **CYCA and d'Albora Marina, Rushcutters Bay** | ▪ Situated in a very narrow bay compared to any of the other marinas assessed. Occupies approximately 75 % of the area of the upper section of Rushcutters Bay.<br>▪ There are five main arms for berthing of vessel and one of the main arms (of d'Alobora Marina) has four subsidiary arms.<br>▪ Very prominent in the surrounding visual context. The visual setting has similarities with that of Rose Bay Marina, however it is within wide bay setting.<br>▪ There is a sandstone wall all along the foreshore of the Bay, along the periphery of Rushcutters Bay Park, similarly to the arrangement of the proposed marina. The surrounding residential developments consist of mainly apartment buildings.<br>▪ The Marina results in significant view blocking effect of the surrounding foreshores from the immediate public domain compared to the proposal, where the effect is minor. |

**Plates A to C**
Fergusons Marina

**Plate D**
Catalina and MHYC Marinas

**Plate E**
Catalina Marina

**Plate F**
Clontarf Marina

**Plates G to I**
CYCA, Rushcutters Bay


**Plate J**
CYCA, Rushcutters Bay

**Plates K & L**
Point Piper Marina, Rose Bay


**Plate M**
Point Piper & Rose Bay Marinas,
Rose Bay

**Plate N & O**
Rose Bay Marina

## 3.4.8 Significance of residual visual impacts

The residual visual impacts of the proposal, taking into account the overall visual effects and impacts and the effects of mitigation measures in decreasing these, would occur predominantly for close range viewers in the public domain of the Spit West Reserve, a short section of Spit Road and The Spit Bridge and a section of waterways.

The primary cause of residual impacts would be the change of character of the immediate waterway and foreshore adjacent to the existing marina, the change to the geometric arrangement of vessels and extension and minor relocation of some arms.

This is mainly due to the proposed east-west orientation and greater number but smaller size of the vessels on the west side of Arm C compared to the existing north-south orientation and lesser, but larger, number of vessels moored there. It is also related to the proposed larger size vessels on the T-Heads of Arms A, B and C, the proposed extension of Arm N and the relocation of Arm D to its new position along the western edge of the proposed hardstand.

The land based change that would have some localised residual effect would be the larger second level component of the new marina building relative to the existing and the proposed hardstand and the boat lift. The change in the foreground of the views due to the loss of minor area of open water and the proposed placement of more vessels and hardstand and some minor impact on distant water views from a section of the Spit West Reserve is an unavoidable outcome of the proposal.

The proposal would result in an overall increase of 35 vessels on the marina and within Pearl Bay. It was observed from the visual effects and impacts assessments (in sections 3.2 & 3.3) and also on the basis of the strategic proposed location of larger vessels on the furthest arm and the T-Heads of each arm, that there would not be any significant increased view loss effect due to these small number of larger vessels. It was generally found that an increased effect would mainly be due to the cumulative effect of a relatively denser arrangement of vessels in the proposed redevelopment.

In giving this effect weight, it is important to consider the view experience which is available to people both in the close range public domain constituted by Spit West Reserve, Spit Road, The Spit Bridge and waterways. The horizontal extent of the view which is available from these locations is almost unlimited in an arc from south through west and east to the north. The extent to which the view would be interrupted by the proposed redevelopment is minor to very low.

The overall maritime character of the facility and its relationship to the waterway, shoreline, other marinas and swing moorings, foreshore and the visual setting is not intended to change. Lower scenic preferences are commonly associated with industrial development and to the extent that this activity may be perceived by some to be of that nature, there may be opinions expressed that the outcome is less attractive. However, since the predominant view direction from which the changes are visible is from the waterway, the changed arrangement will be seen in the context of a backdrop already composed of maritime and maritime/industrial elements. These add to the capacity for visual absorption, lead to a decrease in contrast and satisfy a criterion for low visual impacts cited in Appendix D of the DCP to SREP methodology.

At a different popular level, there is also evidence that boats, both power and sail, are of great interest to a significant proportion of the population and a significant cultural item among others ranking perhaps only behind the family home, car and garden to many families and persons. That there is also a great interest in boats, boating activities and in simply looking at boats of the kind intended to be moored at the marinas is indicated by the numbers of people who attend The Sydney Boat Show every year. This exhibition is ranked third in popularity behind only the Home Show and Motor Show. These three are by far the most popular exhibitions that are held annually in NSW.

Anecdotal evidence gathered from observation of art gallery collections, popular art, graphic design, landscape painting and advertising subjects indicates that that over a considerable time maritime facilities, boat yards and an active waterfront are commonly considered to be attractive or worthy of depiction as objects of artistic expression. Boats of various sizes, forms and in various contexts from the most romantic to the most mundane, from sail to steam and diesel are featured in all of these media at times. Sydney Harbour, Middle Harbour and its shoreline are also popular subjects for artistic expression through decades of variations in styles and fashions in art and theory of aesthetics. Thus there may be divergent opinions as to the merits of parts of the activity proposed.

This assessment concluded that while there would be a localised character change predominantly to a small north-north eastern part of Pearl Bay, the overall visual character and scenic quality of the Bay itself and the Middle Harbour in general would not be degraded by the construction and occupation of this proposed redevelopment. This is a conservative assessment which recognises that there would be some localised higher impacts. It also anticipates that there may be divergent views as to the merits of the application presented by some local people who have particular emotional attachments to the locality

# 4.0 Summary Conclusions

The proposed redevelopment would result in a small increase in the total number of vessels stored on the marina. It would result in some perceivable changes, additions and alterations as well as an introduction of a new visual element.

The most notable features of the proposed redevelopment would be a) the change in orientation of vessels in the east-west direction compared to the existing north-south orientation on the west side of Arm C. The slightly greater number, but smaller size of vessels, would be noticeable compared to the existing lesser number but larger size of vessels, b) the vessels proposed to be moored at the T-Heads of Arm A, B and C (both northern and southern T-Heads of Arm C and southern T-Heads of Arms A and B), c) the proposed extension of Arm N in the northern direction, approximately in the alignment of Arm B and vessel storage on its northern T-Head, d) the proposed relocation and larger extent of Arm D along the western edge of the proposed hardstand, e) the proposed hardstand in the location of the existing slipway and the associated boat lift and f) a new two storey building with a relatively larger second level component compared to the existing stepped back second level along the eastern façade

The proposed reconfiguration and slight extensions of Arm A in the southern direction and Arm B in the northern direction would not be highly perceived.

The proposed redevelopment is a very small percentage of the total existing extent of the marina. The increased extent would not have any significant visual effect and impact on most of the medium range and distant viewing locations.

There would be localised higher effect and impact of the proposed extensions, alteration and additions on the close range waterway locations, a small section of Spit West Reserve, Spit Road and The Spit Bridge. Views of the proposed redeveloped marina would be mostly screened due to the vegetation in Spit West Reserve when seen from private domain locations constituted by commercial developments on the eastern side of Spit Road.

There a number of reserves and walking tracks located within the visual catchment of the development site. However, it was assessed that the proposed redevelopment would have low to medium effects and impacts on those locations such as medium range locations on Spit West Reserve, the Pearl Bay foreshore, Quakers Hat Park, walking track below Beauty Point Road, walking track below Delecta Avenue, Parriwi Park, Laura Street Reserve and Spit East Reserve.

The proposed redevelopment would be highly perceivable from medium range locations in Seaforth locality due to direct views of the marina from those locations without any intervening topographic or vegetation features. However, due to the highly elevated and expansive and panoramic nature of the views, the view composition offers very high maritime and urban features compatibility. Hence, other than higher visibility as in the existing case, the proposed redevelopment would have overall low visual effects and impacts on these locations.

The proposed redevelopment would also be perceivable from public and private domain locations in Beauty Point, however, the vessels on Arm C would provide some screening effect to other components of the redevelopment as in the existing case.

The visibility of the proposed redevelopment from Balgowlah Heights, Clontarf, Northbridge and most of the medium and distant waterways location would be similar to the visibility of the existing

marina. Hence, there would not be any increased visual effects and impacts on these locations due to the proposal.

In summary, the visual effects and impacts of the proposed redevelopment are considered to be acceptable and the Application is recommended for development consent on visual grounds.

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