

Remondis Resource Recovery Facility & Truck Parking Depot VIA Report

Prepared for: Jackson Environment and Planning

Project No: 1895 Issue: 03 Date: November, 2020



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1.1 Background

Moir Landscape Architecture (Moir LA) have been commissioned by Jackson Environment and Planning to prepare a Visual Impact Assessment (VIA) for the proposed Remondis Resource Recovery Facility and Truck Parking Depot.

This report documents the result of field work, the assessment of landscape character and visual setting as well as assess the potential visual impacts associated with the proposal. Survey work was undertaken during July 2020 using key viewpoints and potential views to the site. The report also provides an overview of proposed treatments which may be considered to assist in mitigating potential visual impacts. Information is provided to aid understanding of likely impacts as well as how they may be managed to ensure the character of the immediate area is not negatively impacted.

1.2 Relevant Studies and Planning Documents

The following documents were reviewed and referenced as part of this study;

- *NSW Government Planning and Environment: Critical State Infrastructure Standard Secretary's Environmental Assessment Requirements (SEARs) (2015)*
- *Port Stephens Council Landscape Technical Specification May 2014.*
- *Port Stephens Development Control Plan 2014.*
- *Port Stephens Local Environmental Plan 2013*

1.2.1 (SEARs)

The potential visual impact of the project must be assessed on the;

- *Views and vistas*
- *Streetscapes, key sites and buildings*
- *Heritage items including Aboriginal places and environmental heritage*
- *Local community*

1.1.2 Port Stephens Council Landscape Technical Specification

The landscape technical specification provide objectives and specifications for the landscape design of an industrial subdivision.

Objectives include;

- *Improved amenity of the Industrial development.*
- *Minimise the visual impact and noise pollution to nearby road/ transport corridors.*
- *Provide amenity areas for staff.*
- *Efficient use of the landscape with minimal disturbance to the local environment.*
- *Integrate existing landscape features or architecture into the proposed development.*
- *Reduce energy consumption by micro climate regulation*
- *Reduce airborne pollution by reducing the heat island effect.*

Requirements include;

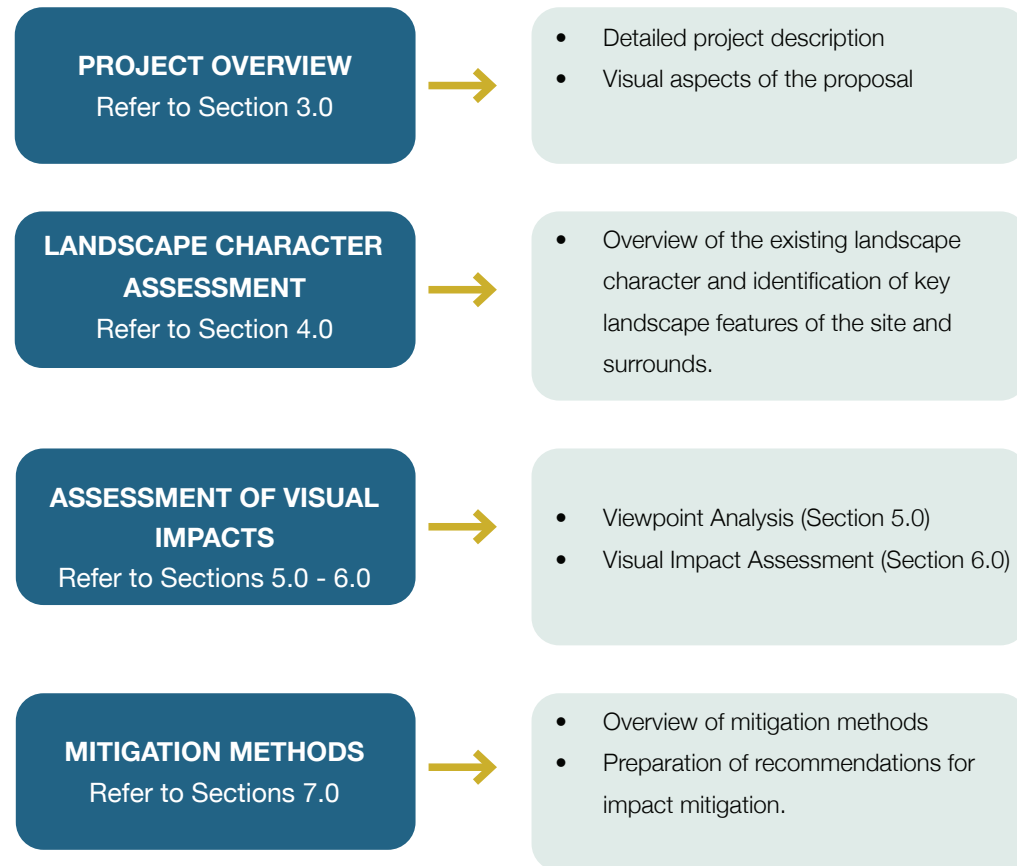
- *A minimum of 20% of the site must have deep soil planting, areas less than 1,5m wide is not included in this calculation.*
- *Landscaping to be provided on Lot frontages.*
- *Areas with setbacks are to be landscaped with the exception of driveways and pedestrian crossings.*
- *Planting must be integrated to the car park design. A minimum of 30% shade must be attained over a 15-year period.*
- *Landscape works are to provide adequate screening from the street. Landscaping must provide shade to the east and west of poorly insulated buildings.*
- *Design public access with signage and entrance ways in mind.*
- *Screen storage areas to alleviate dust nuisance.*
- *Retain and protect remnant trees where possible.*

1.2.3 Port Stephens Local Environmental Plan 2013

The LEP provides context of the zoning and intended use for the area. The site is located in the General Industrial zoning. Objectives for land within this zoning includes the provision of Industrial and Warehouse land use. It also aims to minimise the negative impact of industrial development on other land uses. Apart from minimising negative effects, it also supports and protects industrial land for industrial use.

2.1 Overview of Study Method

The following provides an overview of the study method utilised for undertaking the Visual Impact Assessment (VIA). The VIA was undertaken in stages as noted below:



2.2 Landscape Character Assessment

The landscape character of a site refers to the distinct and recognisable pattern of elements that occurs consistently in a particular type of landscape, and how this is perceived by people. It reflects how particular combinations of geology, landform, soils, vegetation, land use and human settlement create a particular sense of place for different areas within the landscape (The Landscape Institute and the Institute of Environmental Management and Assessment, 2013).

The landscape character of the site has been assessed at a local and site scale following a desktop analysis and on-site investigation. The landscape character assessment is provided in Section 4.

2.3 Visual Impact Assessment

The potential visual impact of the proposal is assessed based on the relationship between the visual sensitivity and visual effect.

2.3.1 Visual Sensitivity

The sensitivity of a landscape character zone or view and its capacity to absorb change of the nature of the proposal. In the case of visual impact this also relates to the type of viewer and number of viewers. Combined with magnitude, sensitivity provides a measurement of impact (EIA-N04, 2018).

An example of this is that a significant change, not frequently seen may result in a low visual sensitivity even though its impact on a landscape may be high. Generally the following principles apply:

- Visual sensitivity decreases as the viewing time decreases.
- Visual sensitivity decreases as the number of potential viewers decreases.
- Visual sensitivity can also be related to viewer activity (e.g. A person viewing an affected site whilst engaged in recreational activities will be more strongly affected by change than someone passing a scene in a car travelling to a desired destination).

2.3.2 Visual Effect

Visual effect is defined as the interaction between a proposal and the existing visual environment. It is often expressed as the level of visual contrast of the proposal against its setting or background in which it is viewed.

Negligible: occurs when a proposal blends in with its existing viewed landscape due to a very high level of integration. It can be the result of very effective screening or the proposal located behind topography.

Low level: occurs when a proposal blends in with its existing viewed landscape due to a high level of integration of one or several of the following: form, shape, pattern, line, texture or colour. It can also result from the use of effective screening ie. Topography and vegetation.

Moderate level: occurs where a proposal is visible and contrasts with its viewed landscape however, there has been some degree of integration (e.g. good siting principles employed, retention of significant existing vegetation, provision of screen landscaping, appropriate colour selection and/or suitably scaled development).

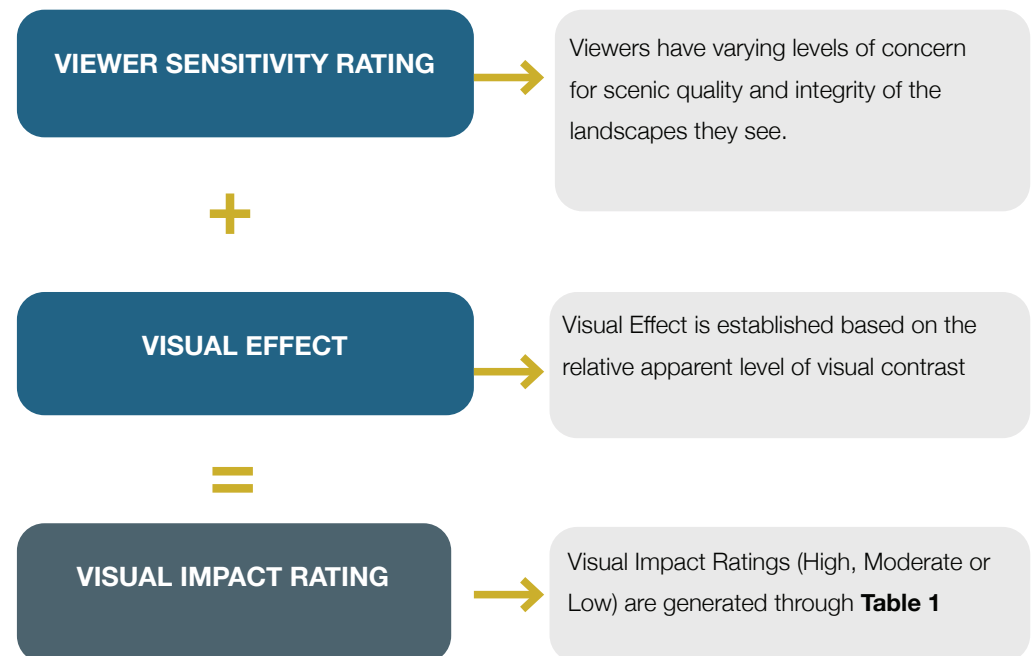
High level: results when a proposal has a high visual contrast to the surrounding landscape with little or no natural screening or integration created by vegetation or topography.

2.3.1 Visual Impact

Visual impact refers to the impact on the views from residences, workplaces and public places (EIA-N04, 2018). Visual impact is the combined effect of visual sensitivity and visual effect. Various combinations of visual sensitivity and visual effect will result in high, moderate and low overall visual impacts as suggested in Table 1 below.

		MAGNITUDE			
		HIGH	MODERATE	LOW	NEGLIGIBLE
VISUAL SENSITIVITY	HIGH	HIGH	HIGH MODERATE	MODERATE	NEGLIGIBLE
	MODERATE	HIGH- MODERATE	MODERATE	MODERATE-LOW	NEGLIGIBLE
	LOW	MODERATE	MODERATE-LOW	LOW	NEGLIGIBLE
	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE

Table 1: Landscape character and visual impact rating matrix (EIA-N04, 2018)



3.1 Project Overview

The proposed Remondis Truck Parking Depot is located on 21F School Drive, Tomago. It forms part of the proposed resource recovery facility, located on 21D School Drive. It is proposed that the existing buildings located on 21D School Drive be re-purposed with internal changes to accommodate the facility. No external changes are proposed for the recovery facility.

The proposed truck parking depot entails the construction of a 3167m² truck parking area with a security fence located around the perimeter. A stormwater detention basin is also proposed along the northern boundary as part of the works.

The proposed truck parking depot is accessed from a private road adjoining School Drive. The road is shared between a number of industrial developments in the area. Internal circulation will occur between the resource recovery facility and the parking depot.

The parking depot is located within the industrial area of Tomago zoned IN1. For the purpose of this study, only the truck parking depot proposed for Lot 21F is considered.



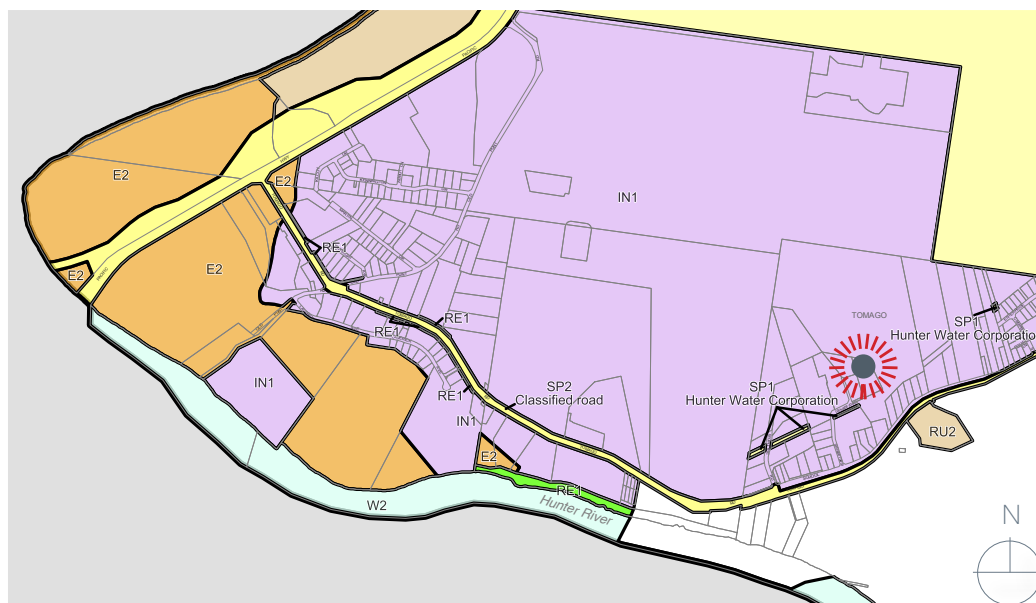
LOCALITY PLAN Source: Nearmap, 2020
Scale 1:4000 @ A1

0 50 100 150 200m

- E2 Environmental Conservation
- E3 Environmental Management
- E4 Environmental Living
- IN1 General Industrial
- IN2 Light Industrial
- IN4 Working Waterfront
- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- R5 Large Lot Residential
- RE1 Public Recreation
- RE2 Private Recreation
- RU1 Primary Production
- RU2 Rural Landscape
- RU3 Forestry
- RU5 Village
- SP1 Special Activities
- SP2 Infrastructure



Site location

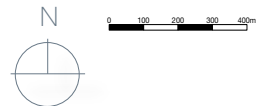


4.1 Site Description

Lot 21F shares a boundary with Lot 21D, currently separated by a boundary fence. The site does not have any existing buildings and is currently vacant. Apart from the boundary with Lot 21D, the site is surrounded by vacant industrial land with native vegetation. Buildings from Lot 21D dominate views from the site. These buildings are large, industrial in nature surrounded by concrete.

Most of the site is heavily modified with little native vegetation remaining on site. Debris from previous building activity is visible in various locations. Vegetation consists predominantly of grasses with some larger mid storey shrubs in clumps.

Surrounding Lots are also zoned for industrial use, although currently undeveloped. Vegetation on surrounding Lots providing screening from School Drive and Tomago Road.



Tomago context plan - Source: Nearthmaps 2020.06.15

- | | |
|---|---|
| 1. Proposed location of Truck Parking Depot | 5. Tomago House |
| 2. Tomago Aluminium | 6. Industrial businesses along Tomago Road |
| 3. Industrial businesses | 7. Private road access to the proposed site |
| 4. Tomago boat ramp | 8. Tomago Road |



Photo 1. View from the north western corner of the site looking south towards Tomago Road. Building rubble can be seen in the foreground with grasses in the mid-ground and large trees on adjacent Lots in the background. Source: Moir LA 2020



Photo 2. View from the southern entrance looking north east over the site. Gravel can be seen in the foreground with grasses in the mid-ground. Native vegetation on adjacent Lots can be seen in the background. Source: Moir LA 2020

4.2 Existing Landscape Character

4.2.1 Land Use

The land immediately surrounding the proposed parking depot is industrial in nature, (refer to the zoning map). This is in keeping with the Port Stephens Local Environmental Plan 2013.

Apart from Lot 21D, the site is surrounded by vacant land. While these Lots are zoned Industrial, currently much of this area contains native bush. The developed area immediately adjacent Lot 21F is industrial in nature, while undeveloped areas are mostly vegetated bush.



Photo 3. View from the southern entrance to the site looking north. Grass can be seen in the fore to mid-ground with taller vegetation in the background. Tomago Aluminium works can be seen in the north west. Source: Moir LA 2020



Photo 4. View north east from the private access road, looking towards Lot 21D with Lot 21F behind the existing buildings. Shipping containers in the foreground are part of the neighbouring business. Source: Moir LA 2020

4.2.2 Roads

The study area is serviced by a private access road, accessible from School Drive. Tomago Road adjacent to School Drive is the main transport road through the area. Much of the industrial activity is hidden from Tomago Road due to large native trees, as well as low and mid-storey vegetation immediately adjacent to the road.



Photo 5. View north west along Tomago Road, looking towards the study area with typical buildings associated with the industrial area in the foreground.
Source: Moir LA 2020

4.2.3 Infrastructure

Typical of an industrial area, buildings are large with power lines visible in many areas forming part of the character of the area.



Photo 6. View north west along towards the boundary of Lot 21D. Containers in the fore-ground and large warehouse in the background part of the neighbouring business operations.
Source: Moir LA 2020



Photo 7. View of Tomago Road adjacent to the Tomago Boat Launch. Dense vegetation adjacent to the road screen much of the industrial activity in the area.
Source: Moir LA 2020



Photo 8. View towards Lot 21D looking north west from access road. Perimeter fence and gravel paving in the fore-ground with large building and concrete paving in the mid-ground.
Source: Moir LA 2020

5.1 Viewpoint Analysis Methodology

An initial desktop study was undertaken to determine the probable areas from where views may be affected by the proposed parking depot. Due to the small scale of the project, existing buildings and vegetation were considered in the initial analysis.

Following the initial desktop study, three viewpoints were selected around the site and panoramic photographs taken. Photographs were taken with a Canon EOS 5D Mark IV Full Frame digital SLR through a 50mm fixed focal lens which closely represents the human eye.



Viewpoint Assessment Locations - Source: Nearmaps 2020.06.15

Proposed truck parking depot behind existing building



Viewpoint VP01.

Source: Moir LA 2020

Viewpoint Description

View from private access road south west of Lot 21D looking north east towards Lot 21D with Lot 21F behind the existing buildings.

Potential Visual Impact

The proposed truck parking depot will be located behind the existing buildings. Due to the existing industrial land use, the proposal will not contrast with the existing land use.

Visual sensitivity: Low

Visual Effect: Low

Visual Impact: Low

Proposed truck parking depot
behind existing vegetation



Viewpoint VP02.

Source: Moir LA 2020

Viewpoint Description

View from School Drive looking north West towards Lot 21F Small trees visible in the fore to mid-ground with industrial buildings visible in the background.

Potential Visual Impact

The proposed truck parking depot will be located behind the existing vegetation and not visible.

Visual sensitivity: Low

Visual Effect: Low

Visual Impact: Low



Source: Moir LA 2020

Viewpoint VP03.

Viewpoint Description

View from Tomago boat launch looking north east towards the project site. Individual shade tree associated with the car park visible in the foreground and trees adjacent to Tomago Road visible in the background.

Potential Visual Impact

The proposed truck parking depot will be located behind the existing vegetation and not visible.

Visual sensitivity: Low

Visual Effect: Low

Visual Impact: Low

6.1 Assessment of Visual Impacts

In addition to the photographic viewpoint assessment, the following section provides an overview of the potential visibility from areas surrounding the site. This is by no means an exhaustive description of the visibility from every locality, it is intended to provide an overall assessment of the potential visual impact on areas potentially affected by the proposal.

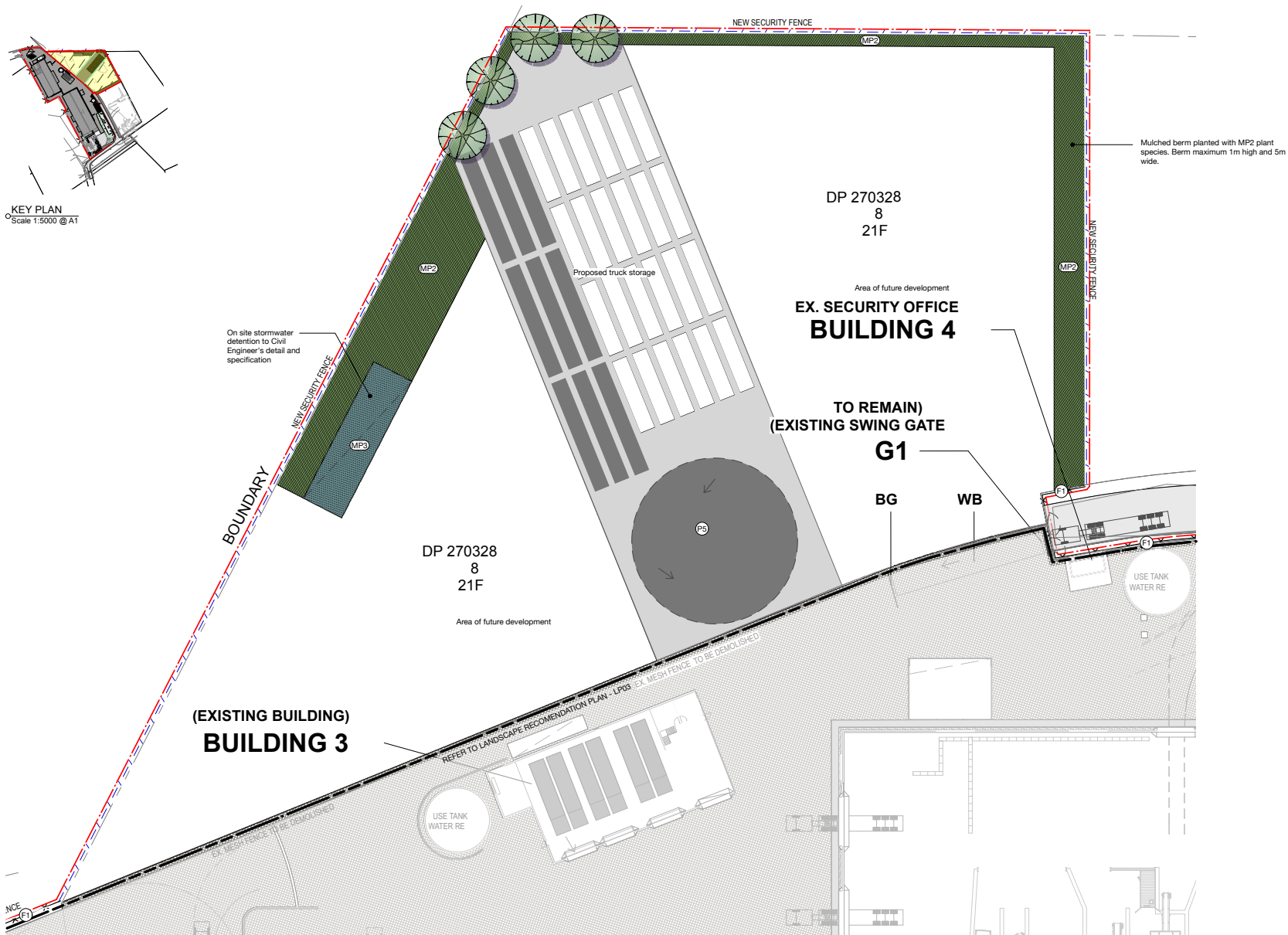
Overall the proposed truck parking depot may likely only be visible from the entrance to the site via the private access road. Existing vegetation and buildings will likely screen the proposal from public areas.

There is potential for future developments to remove vegetation currently screening the project site. However, the project is in keeping with the existing land use. It is further likely that the project may result in higher vehicular traffic to the area.

7.1 Recommended Mitigation Methods

These recommendations seek to achieve a better visual integration of the proposed development within the existing landscape character of the area. When adjacent Lots become developed, existing screening may be removed. Proposed mitigation measures will help mitigate the visual impact of the proposed development from adjacent Lots. This is by no means an exhaustive list however the adoption of these recommendations will assist considerably in ensuring that potential impacts are reduced.

1. A raised planted buffer area along the southern boundary will help mitigate impacted views from Lots sharing the access road.
2. Screen planting along the eastern boundary provide an improved interface between the proposed truck parking depot and future development.
3. Seeding native grass in areas not currently envisioned for development may reduce possible dust pollution.



LEGEND

- Site boundary
- Existing contours
- Existing tree - to be retained & protected
- Fence 1 - Existing security fence
- Proposed security fence
- P2 Existing concrete footpath
- P3 Existing concrete paving
- Turf
- Existing asphalt paving
- Existing road
- Proposed truck parking paving - refer to Engineer's drawings
- Area of future development - Seed with native grasses where disturbed during construction
- TREES
 - Melaleuca linariifolia* Narrow-leaved Paperbark
 - Angophora costata* Sydney Red Gum
- MP1 Mass Planting Type 1 - 4/m²
 - Schoenus ericetorum*
 - Lomandra longifolia*
 - Dianella caerulea* var. *assera*
 - Banksia 'Birthday Candles'*
 - Carpobrotus glaucescens*
 - Imperata cylindrica*
- MP2 Mass Planting Type 2 - 3/m²
 - Calitrix tetragona*
 - Banksia serrata*
 - Leptospermum laevigatum*
 - Doryanthes excelsa*
- MP3 Mass Planting Type 3 - 4/m²
 - Lomandra longifolia*
 - Imperata cylindrica*
 - Juncus usitatus*

LANDSCAPE CONCEPT PLAN

Scale 1:300 @ A1



Studio 1, 88 Fern Street
PO Box 111
Islington NSW 2296
Phone (02) 4965 3500
Fax (02) 4965 3555
admin@moir.com.au
www.moir.com.au

ARCHITECT:
EBE Architecture
ENGINEER:
Northrop

CLIENT:
Remondis

NOTE: DRAWING PURPOSES FOR APPROVAL ONLY. NOT FOR CONSTRUCTION.

No: DATE: REVISION:
A 3/8/20 FOR APPROVAL
B 24/8/20 FOR APPROVAL
C 16/11/20 FOR APPROVAL

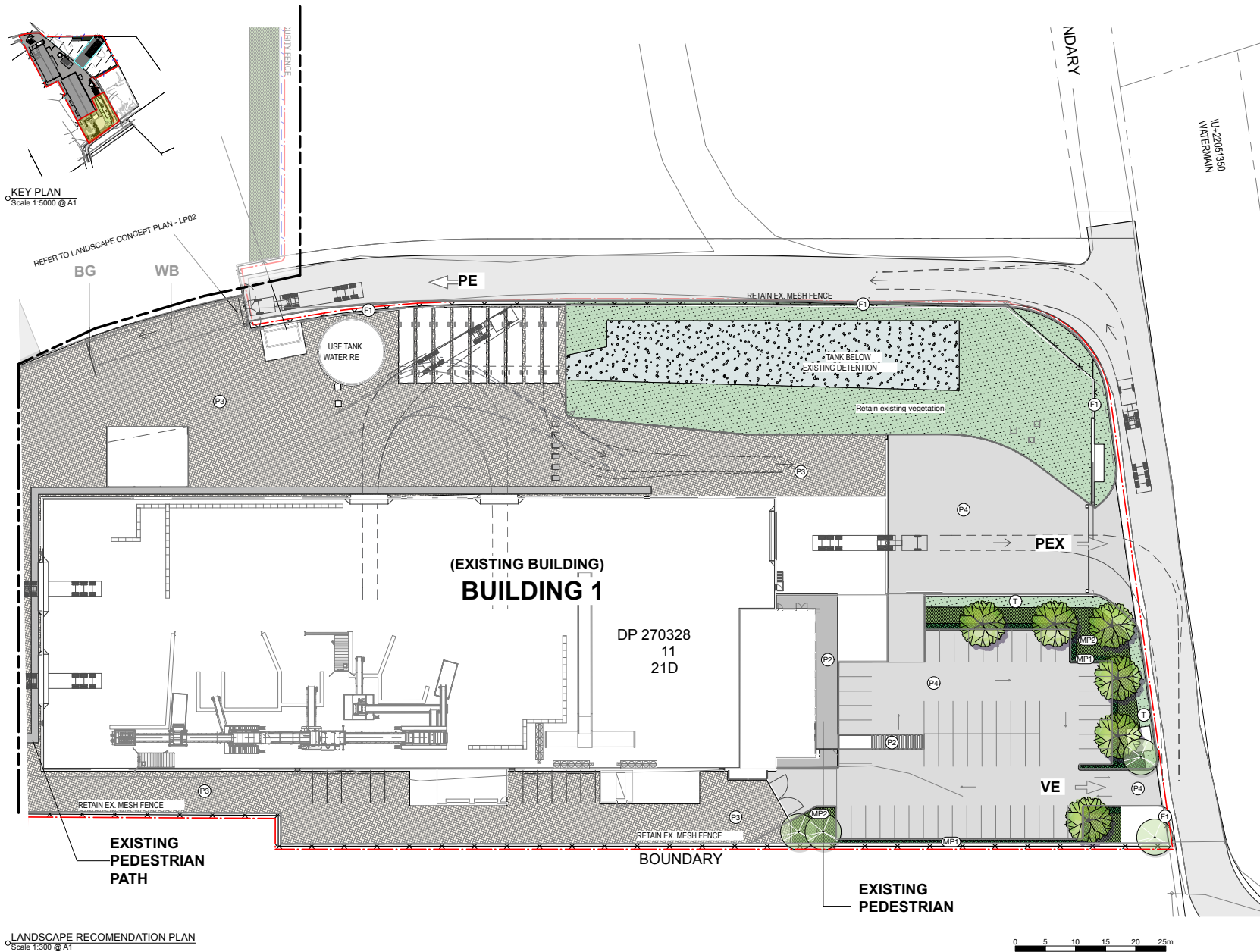
BY: PROJECT:
Remondis Resource Recovery Facility & Truck Parking Depot
Lot 21D, 21F & Lot 301 School Drive, Tomago, NSW

Status: FOR APPROVAL



LANDSCAPE CONCEPT PLAN

SCALE: 1:300 Project No. 1890
ORIGINAL DRAWING AT A1. Drawing No. 1890
Drawn By: CN Approved By: DM
Checked By: MW Approved By: DM



LEGEND	
	Site boundary
	Existing contours
	Existing tree - to be retained & protected
	Fence 1 - Existing security fence
	Proposed security fence
	P2 Existing concrete footpath
	P3 Existing concrete paving
	Turf
	Existing asphalt paving
	Existing road
	Proposed truck parking paving - refer to Engineer's drawings
	Area of future development - Seed with native grasses where disturbed during construction
TREES	
	<i>Melaleuca linariifolia</i> Narrow-leaved Paperbark
	<i>Angophora costata</i> Sydney Red Gum
	MP1 Mass Planting Type 1 - 4/m ² <i>Schoenus ericetorum</i> <i>Lomandra longifolia</i> <i>Dianella caerulea</i> var. <i>assera</i> <i>Banksia 'Birthday Candles'</i> <i>Carpobrotus glaucescens</i> <i>Imperata cylindrica</i>
	MP2 Mass Planting Type 2 - 3/m ² <i>Caltrix tetragona</i> <i>Banksia serrata</i> <i>Banksia spinulosa</i> <i>Leptospermum laevigatum</i> <i>Doryanthes excelsa</i>
	MP3 Mass Planting Type 3 - 4/m ² <i>Lomandra longifolia</i> <i>Imperata cylindrica</i> <i>Juncus usitatus</i> <i>Juncus kraussii</i>

LANDSCAPE RECOMMENDATION PLAN
Scale 1:300 @ A1



Studio 1, 88 Fern Street
PO Box 111
Islington NSW 2296
Phone (02) 4965 3500
Fax (02) 4965 3555
admin@moir.com.au
www.moir.com.au

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BY:
CN
CN
CN

PROJECT:
Remondis Resource Recovery Facility & Truck Parking Depot
Lot 21D, 21F & Lot 301 School Drive, Tomago, NSW

Status: FOR APPROVAL



LANDSCAPE RECOMMENDATION PLAN

SCALE: 1:300 Project No. 1890
ORIGINAL DRAWING AT A1 Drawing No. LP03
Drawn By: CN Checked By: MW Approved By: DM Rev C

8.1 Conclusion

With all visual impact assessments the objective is not to determine whether the proposal is visible or not, it is to determine how the proposal will impact on existing visual amenity, landscape character and scenic quality. If there is a potential for a negative impact on these factors it must then be investigated and determined how this impact can be mitigated to the extent that the impact is reduced to an acceptable level.

The proposed development is not likely to alter the existing visual character of the area. The existing landscape is industrial in nature with large scale infrastructure part of the landscape character.

In addition, due to the site set back from public roads, as well as being screened by existing buildings and the Tomago Aluminium works, it is unlikely that the proposed truck parking depot will be visible from public roads. As a result, impacts assessed were low.

Mitigation measures were aimed at improving the integration of the proposed development with future development that is likely to occur.

It is our opinion that considering the existing character of the landscape, the land use and the number of viewers that the visual impacts associated with the proposal are acceptable within this location.

9.1 References

Director, Centre for Urban Design, 2018 *Guideline for landscape character and visual impact assessment, version 2.1. EIA-No4*. Rozelle NSW

Port Stephens Local Environmental Plan, 2013.

Port Stephens Council, Port Stephens Council Landscape Technical Specification version 1, May 2014

Development Control Plan, Port Stephens Council, 14 May 2020, amendment 13

NSW Department of Planning and Environment 2015 *NSW Government Planning and Environment: Critical State Infrastructure Standard Secretary's Environmental Assessment Requirements*

The Landscape Institute with the Institute of Environmental Management and Assessment (2013) *Guidelines for Landscape and Visual Assessment Third Edition*, Newport, Lincoln.

Maps:

Nearmaps (2020) <https://www.nearmap.com/au/en>