

**ANGEL PLACE  
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SYDNEY NSW 2000**

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6 October 2023

General Manager  
Bayside Council  
PO Box 21  
Rockdale NSW 2216

To whom it may concern,

## **HERITAGE IMPACT STATEMENT – 263-273 & 273A COWARD ST & 76-82 KENT RD, MASCOT PLANNING PROPOSAL**

Urbis has been commissioned by *Perpetual Corporate Trust Limited as the trustee of the LMLP 1 and 2 Trust* (the Proponent) to prepare this heritage impact statement to accompany a Planning Proposal for the above property (the subject site).

The Proponent is seeking to amend the Bayside Local Environmental Plan 2021 to increase the maximum floor space ratio (FSR) from 1.2:1 to 2:1 and introduce site-specific additional permitted uses including Office Premises, Cafe or Restaurant under Schedule 1. The amendment to the FSR would enable the redevelopment of the site to deliver critically needed industrial floor space close to Sydney Airport, Port Botany and the Sydney Central Business District.

The concept scheme for the site includes:

- Staged demolition of existing buildings/structures and hardstand areas and site preparation works.
- Staged construction, fit out and operation of warehouse and distribution centre buildings with complementary office and retail uses.
- Other associated works including landscaping, at-grade parking and general site improvements.
- Provision for building identification signage and public art opportunities on the building elevations.

As this is a for a Planning Proposal stage application, no physical built works are proposed; the proposal is limited to the amendment of underlying planning controls only.

This heritage impact statement has been prepared to assess the potential heritage impact of the proposed underlying planning control amendments. Our impact assessment has also had consideration for the potential future built-form it will facilitate.

### **1. SITE DESCRIPTION**

The site is located at 263-273 and 273A Coward Street and 76-82 Kent Road, Mascot within the Bayside Council Local Government Area. The site is strategically located in close proximity to Sydney Airport and Port Botany. The site's immediate neighbours to the south and across Qantas Drive, are the Sydney Airport and associated infrastructure. Neighbours to the east and west include businesses,

industrial properties and further north, the Mascot town centre comprising residential development and businesses.

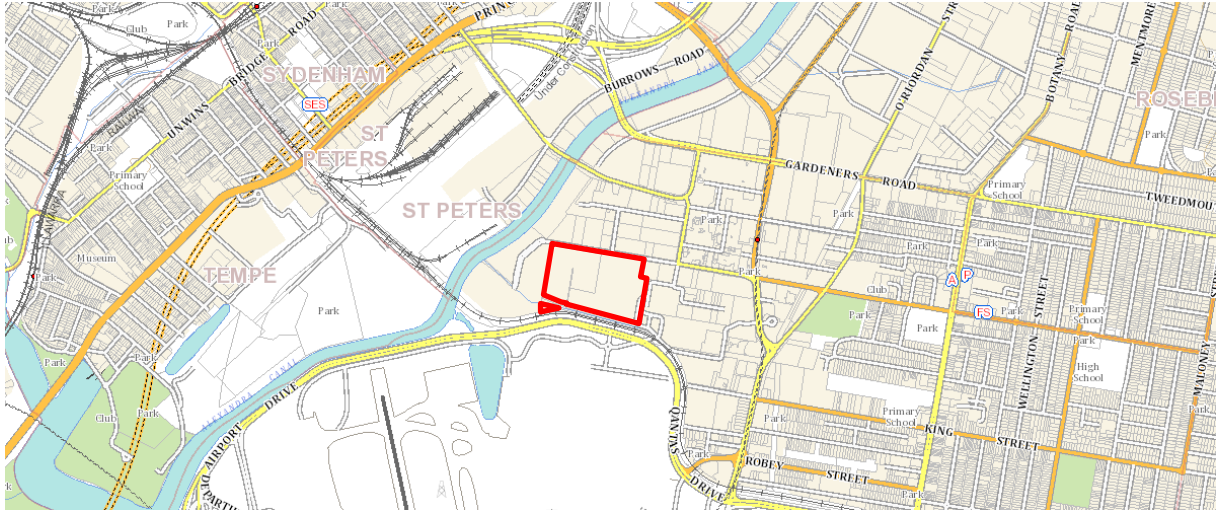


Figure 1 – Locality Map (approximate location of subject site shown in red)

Source: SIX Maps 2023



Figure 2 – Aerial view of the site (with portion of the subject site subject to the proposal outlined in red)

Source: SIX Maps 2023

## 2. HERITAGE CONTEXT

The subject site is not a listed heritage item and it is not located within a heritage conservation area. Part of the Sydney Airport, which is adjacent to the subject site to the immediate west, is identified as a listed heritage item under the *Bayside Local Environmental Plan 2021*, as;

- *Item 260 Alexandra Canal*, a heritage item of state significance also listed as Item 01621 on the NSW State Heritage Register;
- *Item 298: Commonwealth Water Pumping Station and Sewage Pumping Station No 38*, a heritage item of local significance;
- *Item 382: Ruins of the former Botany Pumping Station*, a heritage item of local significance; and
- *Item 383: Sydney (Kingsford Smith) Airport group*, a heritage item of local significance.

Refer to the heritage map below regarding the location of heritage items in respect of the subject site.

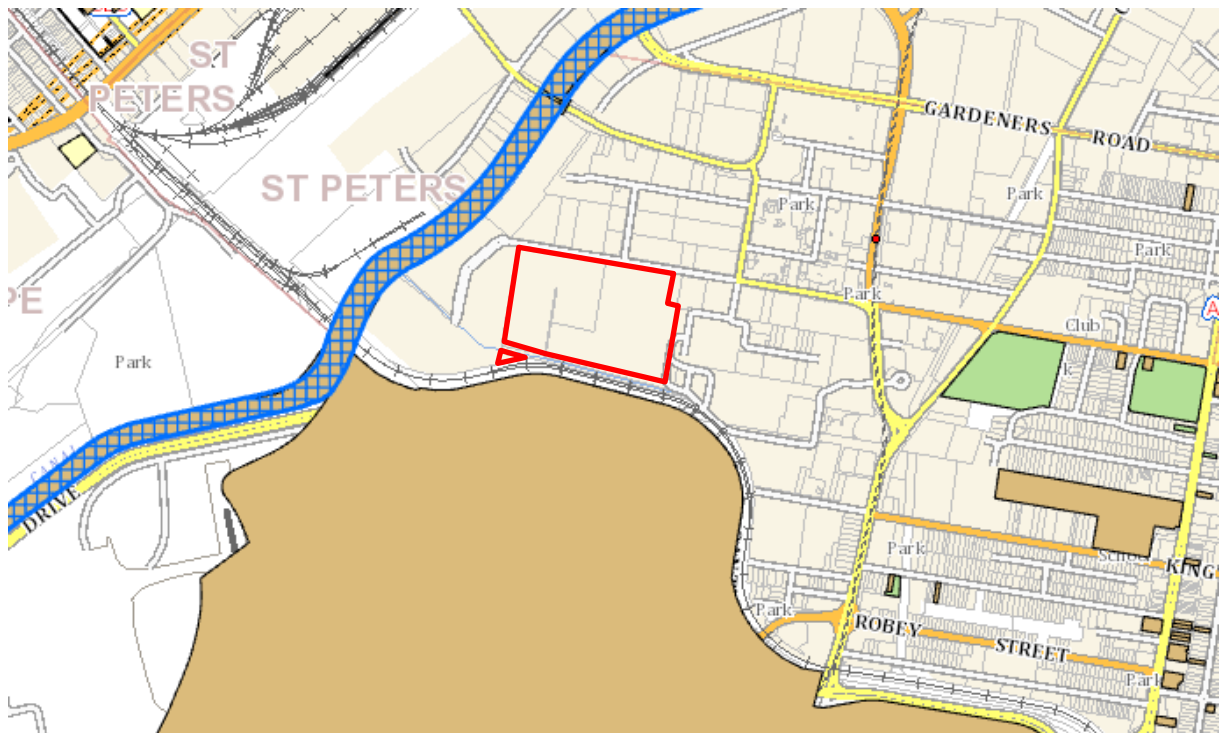


Figure 3 – Extract of heritage map, with subject site outlined in red

Source: NSW Planning Portal Spatial Viewer

## 3. HISTORICAL OVERVIEW

Following European occupation of the Mascot area, the site of the subject property was cultivated for agricultural purposes. The 1943 historic aerial (see below) confirms that the subject site agricultural plots and associated sheds at this time. Between the 1950s and the present, the site has been developed for industrial and logistics purposes as demonstrated in the following aerials.





Figure 4 – Extract of 1943 historical aerial (with subject site subject outlined in red)

Source: SIX Maps 2023



Figure 5 – Extract of 1971 historical aerial (with subject site subject outlined in red)

Source: NSW Historical Imagery, Search and Discovery, Historical Aerials Viewer





Figure 6 – Extract of 1991 historical aerial (with subject site subject outlined in red)

Source: NSW Historical Imagery, Search and Discovery, Historical Aerials Viewer



Figure 7 – Extract of 1991 historical aerial (with subject site subject outlined in red)

Source: NSW Historical Imagery, Search and Discovery, Historical Aerials Viewer

By 2005, a large warehouse was constructed in the north west portion of the subject site. Improvements have remained generally consistent since this time.

## **4. HERITAGE SIGNIFICANCE**

### **4.1. ASSESSMENT OF THE SUBJECT SITE**

There are no known significant historical associations with the subject site and there are no current improvements of any aesthetic value. While there is evidence that there were former structures located on the site, there is no evidence to support that these were of any particular significance. The former agricultural use of the property was consistent across the whole of the southern Sydney region including the whole of the areas now known as Mascot and Botany, and therefore there is no known particular significance for the subject site in association with the former use. Overall, the subject site is not considered to demonstrate any particular heritage value when considered against the criteria for heritage listing set out by the NSW Heritage Council. It is beyond the scope of this report to consider the archaeological potential or moveable heritage potential of the site.

### **4.2. VICINITY HERITAGE ITEMS**

The vicinity heritage items are all located within the adjacent Sydney Airport site or to the north west in the Alexandra Canal. The whole of the Sydney Airport site is listed as a local heritage item in its own right. The heritage listed sewage pumping station is located within the southern portion of the Airport site, adjacent to General Holmes Drive, and substantially distanced from the subject site. The following extract of the statement of significance for the adjacent Sydney Airport and Alexandra Canal heritage items have been drawn from the current inventory sheet.

#### Sydney Airport Statement of Significance

*The Kingsford Smith Airport Group at Mascot is a complex cultural landscape that demonstrates strong historical, historic association, social, aesthetic and technological significance. It includes both the values associated with contemporary airport and the heritage values associated with the layers of use of the area. The site is owned by the Commonwealth Government so for more information about the national heritage values of the airport refer to the Australian Government's Commonwealth Heritage List.*

*The airport is also historically significant for its association with pioneers of the professional aviation industry, including Charles Kingsford-Smith from 1920 and after whom the airport is named; and one of his best-known pupils at his Mascot flying school, aviatrix Nancy Bird Walton in the 1930s.<sup>1</sup>*

#### Alexandra Canal Statement of Significance

*Alexandra Canal is of high historic, aesthetic and technical/research significance. Historically, it is a rare example of 19th century navigational canal construction in Australia, being one of only two purpose built canals in the State, with one other known example in Victoria. It has the ability to demonstrate the NSW Governments initiative to create water transport as a means of developing an industrial complex in the Alexandria and Botany areas and exploiting the use of unemployed labour to achieve its scheme.*

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<sup>1</sup> <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5063218>

*It played a seminal role in the changing pattern and evolution of the occupation and industrial uses of the local area and nearby suburbs, which included filling large areas of low lying land for development.*

*Aesthetically, intact original sections of the canal, comprising pitched dry packed ashlar sandstone, provides a textured and coloured finish which is aesthetically valuable in the cultural landscape. It is a major landmark and dramatic component of the industrial landscape of the area, particularly as viewed from the Ricketty Street Bridge and along Airport Drive.*

*Scientifically, the excavation of the canal provided a valuable contribution to the understanding of the changing sea-levels along the eastern seaboard and the antiquity of the aboriginal presence in the area. Intact original sections of the fascine dyke sandstone construction are rare examples of late 19th century coastal engineering works.*

*The area has been assessed as having no potential to contain historical archaeological material associated with the development or occupation of the area, either prior to or since the construction of the canal. As a result, the study area would contain no material of historical significance, or material that could contribute to the significance of Alexandra Canal itself.<sup>2</sup>*

## 5. THE PROPOSAL

The objective of the proposed draft Planning Proposal at 263-273 and 273A Coward Street and 76-82 Kent Road, Mascot, is to amend the FSR controls from 1.2:1 to 2:1 and introduce site-specific additional permitted uses including Office Premises, Cafe or Restaurant under Schedule 1. This increases the permitted gross floor area by an additional 76,018 sqm, from 114,000 sqm to 190,000 sqm (additional 76,000 sqm). As this is a for a Planning Proposal stage application, no physical built works are proposed; the proposal is limited to the amendment of underlying planning controls only.

Should the Planning Proposal be approved, this will facilitate future industrial / logistics development across the site reflective of the uplifted FSR provision. We have been provided with preliminary schemes demonstrating what the likely built outcome of this would be, and the plans prepared show two four-storey warehouses could be accommodated on the site. Extracts of these preliminary plans are included below for reference only.

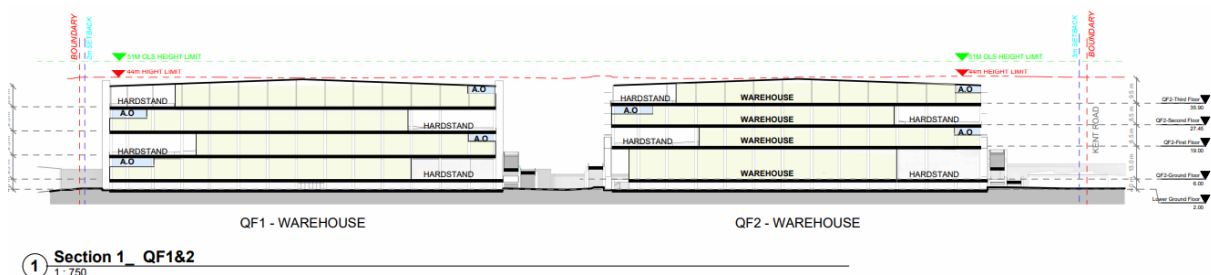


Figure 8 – Extract of proposed concept scheme

Source: Lacoste & Stevenson

<sup>2</sup> <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5053860>



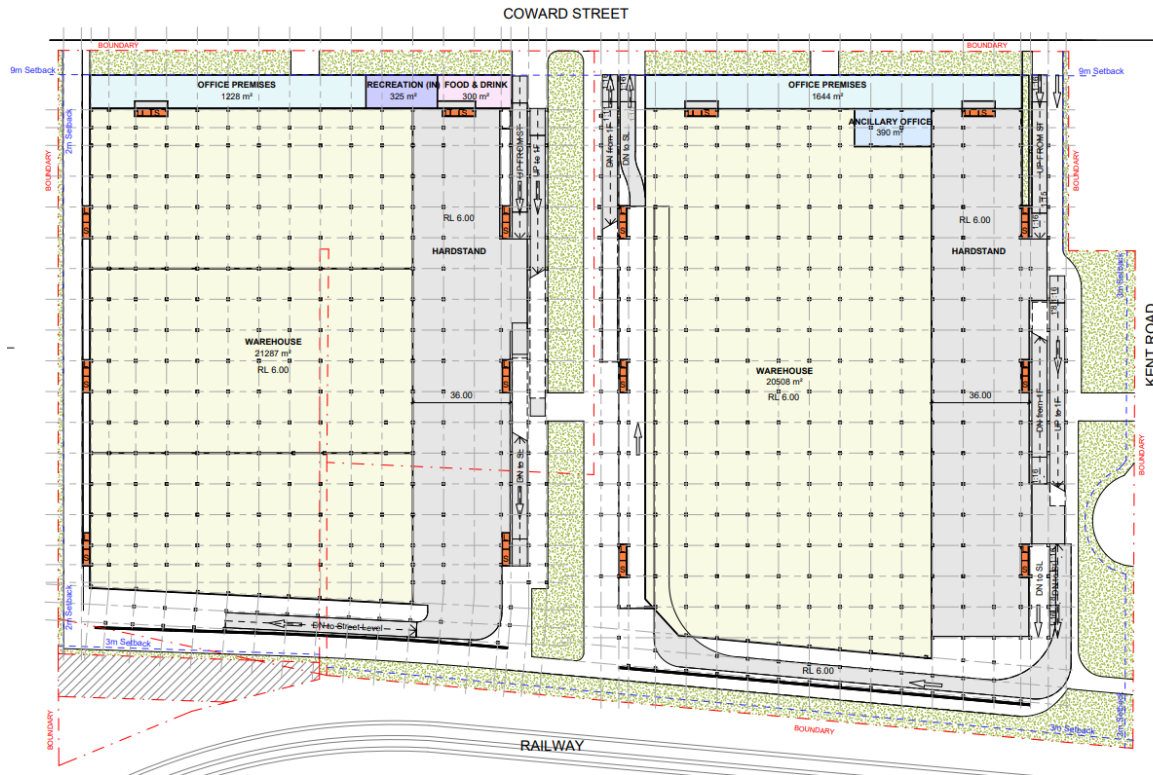


Figure 9 – Extract of proposed concept scheme

Source: Lacoste & Stevenson

This heritage impact statement has been prepared to assess the potential heritage impact of the proposed underlying planning control amendments. Our impact assessment has also had consideration for the potential future built-form it will facilitate.

## 6. IMPACT ASSESSMENT

The Planning Proposal as outlined in this letter and the potential future built-form outcome this could facilitate, have been assessed with regard to their potential heritage impact. The Planning Proposal is considered acceptable from a heritage perspective and will not have any adverse heritage impacts for the following reasons:

- The subject site has been assessed to not meet the threshold for heritage listing and has no identified heritage significance. The existing structures on the subject site date from the late twentieth century / early twenty-first century and contain warehousing facilities of no heritage significance. The existing structures on the site are not required to be retained on heritage grounds and may be removed as part of future works that this Planning Proposal will facilitate.
- None of the existing heritage items in the vicinity of the subject site will be altered or impacted. No changes are proposed to the Schedule 5 descriptions or listings under *Bayside Local Environmental Plan 2021* for any of the heritage items.
- The subject site is considerably visually separated from the Sydney Airport heritage items by a two-lane roadway (Qantas Drive), freight railway and elevated roadways associated with The Gateway project under construction.



- The subject is well separated from Alexandra Canal and has no visual connection to the heritage item given the intervening built form on neighbouring sites.
- The proposed changes to the underlying FSR provisions will not result in an inappropriate built form response in the future, and will instead provide for an industrial/logistical development consistent with the character of the area, and necessary for the ongoing support of operations for the heritage listed Sydney Airport.

Overall the Planning Proposal is considered to be acceptable from a heritage perspective and will facilitate future development that will complement and enhance the aviation character of the immediate area in relation to the Sydney Airport heritage item. The Planning Proposal will have no immediate or future impact on the state-listed Alexandra Canal in the vicinity. The Planning Proposal is therefore recommended for approval from a heritage perspective.

Kind regards,

A handwritten signature in blue ink, appearing to read "Ashleigh Persian". The signature is fluid and cursive, with a large initial "A" and a long, sweeping underline.

Ashleigh Persian  
Associate Director  
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