

263-273 & 273A Coward Street, 76-82 Kent Road, Mascot NSW

Visual Impact Assessment Report

Date: 13th October 2023
Revision: B



Paddock Landscape Architects

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We acknowledge the Kameygal people of the Eora Nation as the Traditional Custodians of the Country on which we work. We recognise their continuing connection to the land, waters and culture of the area, and pay our respects to Elders past, present and emerging.

Prepared for:	Perpetual Corporate Trust Limited as the trustee of the LMLP 1 and 2 Trust
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This has been prepared based on project and consultant information supplied by LOGOS Development Management Pty Ltd for the purposes of the production of this Visual Impact Assessment.

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The following definitions have been derived from:

- + Guidance Note for Landscape and Visual Assessment (GNLVA), June 2018, prepared by the Australian Institute of Landscape Architects (AILA).
- + The Guidance for Landscape and Visual Impact Assessment (GLVIA), Third Edition (2013) prepared by the United Kingdom Landscape Institute and Institute of Environmental Management and Assessment.
- + Guideline for Landscape Character and Visual Impact Assessment (GLCVIA), Environmental Impact Assessment Practice Note EIA-N04, prepared by NSW Government Transport for NSW Centre for Urban Design.

Amenity

The pleasantness of a place as conveyed by desirable attributes including views, noise, odour etc.

Baseline condition

The existing condition of the viewpoint prior to any development or change. This is used to describe the environmental conditions against which any future changes can be measured or predicted and assessed.

Character

A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, and often conveys a distinctive ‘sense of place’. This term does not imply a level of value or importance.

Characterisation

The process of identifying areas of similar landscape character, classifying and mapping them and describing their character.

Characteristics

Elements, or combinations of elements, which make a contribution to distinctive landscape character.

Direct effect

An effect that is directly attributable to the proposed development.

Effect

The landscape or visual outcome of a proposed change. It may be the combined result of sensitivity together with the magnitude of the change.

Elements

Individual parts which make up the landscape, such as, for example, trees, hedges and buildings.

Enhancement

Proposals that seek to improve the landscape resource and the visual amenity of the proposed development site and its wider setting, over and above its baseline condition.

Feature

Particularly prominent or eye-catching elements in the landscape, such as tree clumps, church towers or wooded skylines or a particular aspect of the project proposal.

Impact

The categorisation of effects. Legislative context should be considered in defining ‘impacts’ and their significance.

Indirect effects

Effects that result indirectly from the proposed project as a consequence of the direct effects, often occurring away from the site, or as a result of a sequence of interrelationships or a complex pathway. They may be separated by distance or in time from the source of the effects.

Iterative design process

The process by which project design is amended and improved by successive stages of refinement which respond to growing understanding of environmental issues.

Land use

What land is used for, based on broad categories of functional land cover, such as residential, commercial or industrial use.

Landform

The shape and form of the land surface which has resulted from combinations of geology, geomorphology, slope, elevation and physical processes.

Landscape

Landscape is an all-encompassing term that refers to areas of the earth’s surface at various scales. It includes those landscapes that are: urban, peri-urban, rural, and natural; combining bio-physical elements with the cultural overlay of human use and values.

Landscape character

A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse.

Landscape quality

A measure of the physical state of the landscape. It may include the extent to which typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements.

Magnitude of change

The extent of change that will be experienced by receptors. This change may be adverse or beneficial. Factors that could be considered in assessing magnitude are:

- + the proportion of the view / landscape affected;
- + extent of the area over which the change occurs;
- + the size and scale of the change;
- + the rate and duration of the change;
- + the level of contrast and compatibility.

Mitigation

Measures to avoid, reduce and manage identified potential adverse impacts.

Offset

Measures to compensate for potential adverse impacts that cannot be otherwise mitigated.

Photomontages

A visual representation of a proposal from a particular receptor viewpoint, on a photographic base.

Receptor / receivers

A place, route, viewer audience or interest group which may receive an effect and require assessment.

Scenic amenity

A measure of the relative contribution of each place to the collective appreciation of the landscape.

Significance

A measure of the importance or gravity of the environmental effect, defined by significance criteria specific to the environmental topic.

Sensitivity

Capacity of a landscape or view to accommodate change without losing valued attributes. Includes the value placed on a landscape or view by the community through planning scheme protection, and the type and number receivers.

Susceptibility

The ability of a landscape or visual receptor to accommodate the specific proposed development without undue negative consequences.

The site

The physical site located at 263-273 & 273A Coward Street, 76-82 Kent Road, Mascot. Lots 100 and 101 DP 1277278, Lot 5 DP 1194564 and Part of Lot 3 DP 230355.

The project

Amendment to the Bayside Local Environmental Plan 2021 to increase the maximum floor space ratio (FSR) from 1.2:1 to 2:1. The concept designs provided as part of the Planning Proposal include the staged demolition of the existing site and the staged construction, fit out and operation of warehouse and distribution centre buildings with complementary office and retail including parking.

Values

Any aspect of landscape or views that people consider to be important. Landscape and visual values may be reflected in local, state or federal planning regulations, other published documents or be established through community consultation and engagement, or as professionally assessed.

View

Any sight, prospect or field of vision as seen from a place, and may be wide or narrow, partial or full, pleasant or unattractive, distinctive or nondescript, and may include background, midground and/or foreground elements or features.

Viewpoint

The specific location of a view, typically used for assessment purposes.

Viewshed

Areas visible from a particular location (may be modelled or field-validated).

Visibility Analysis Map

A map illustrating areas of land with views to a particular feature. This may be modelled or field validated.

Visual absorption capacity

The potential for the physical attributes (landform, vegetation and built form) of a scene to absorb a particular change.

Visual amenity

The overall pleasantness of the views people enjoy of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area.

Visual catchment

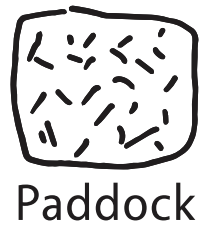
Areas visible from a combination of locations within a defined setting (may be modelled or field validated).

Visual Impact Assessment (VIA)

A tool used to identify and assess the likely significance of the effects of change resulting from development on people’s views and visual amenity.

Visual representation

Graphic representation of a proposal in context showing its likely appearance and scale.



Purpose of this report

Paddock Landscape Architects were commissioned by Perpetual Corporate Trust Limited as the trustee of the LMLP 1 and 2 Trust to undertake a Visual Impact Assessment (VIA) for the project site located at 263-273 & 273A Coward Street, 76-82 Kent Road, Mascot.

The purpose of this VIA is to investigate any potential visual impacts on surrounding public and private spaces and provide a detailed assessment of the sensitivity and magnitude of the changes from a variety of surrounding public and private viewpoints. The VIA compares the existing baseline condition with two indicative concept schemes for the site, one being for a maximum floor space ratio of 1.2:1 and another with an increase to the maximum floor space ratio to 2:1.

The report is presented in the following sections:

- + **Introduction:** outline the purpose of the report, description of the site and a description of the proposed project works.
- + **Assessment methodology:** identifies key viewpoint locations, outlines the methodology undertaken to complete the assessment.
- + **Visual impact assessment:** establishes the baseline conditions from the viewpoints and assess the changes resulting from upon those views.
- + **Summary and mitigation measures:** summaries the findings and describes the strategy and measures of the design to mitigate visual impacts where possible.

Guidance for the visual impact assessment

There is currently no national standard for landscape or visual assessments in Australia. Rather, the industry relies on a number of guidance documents to assist in the preparation of visual impact assessments.

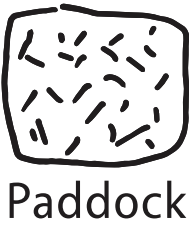
This assessment has utilised the following guidelines:

- + Guidance Note for Landscape and Visual Assessment (GNLVA), June 2018, prepared by the Australian Institute of Landscape Architects (AILA).
- + The Guidance for Landscape and Visual Impact Assessment (GLVIA), Third Edition (2013) prepared by the United Kingdom Landscape Institute and Institute of Environmental Management and Assessment. This guideline is widely used within Australia in the preparation of VIA's and is endorsed by the AILA.
- + Guideline for Landscape Character and Visual Impact Assessment (GLCVIA), Environmental Impact Assessment Practice Note EIA-N04, prepared by NSW Government Transport for NSW Centre for Urban Design.

Methodology

The methodology for this report includes the following:

- + Describe the subject site and surrounding context.
- + Outline the concept design submitted as part of the Planning Proposal.
- + Describe the assessment process.
- + Identify key viewpoints.
- + Assess the visual impact against the baseline condition.
- + Summarise the visual effects of the proposal.
- + Identify measures to mitigate potential negative effects of the proposed increase in FSR and likely future development.



Bayside Council request for additional information

Bayside Council reviewed the Draft Planning Proposal and associated documents and requested further information/amendments to this VIA as per the Bayside Council correspondence dated 5th September 2023.

Below are the requests and a response to the items.

Item	Council request for further information/amendments	Response
2 c)	<p>Additional views should be added to the Visual Impact Assessment to ensure a holistic assessment of potential view impacts are captured:</p> <p>i. Additional views from the Mascot Town Centre ensuring these reflect upper levels of current/potential future apartment buildings;</p> <p>ii. The domestic airport terminal (noting the international terminal has already been captured);</p> <p>iii. Qantas Drive in the vicinity of the airbridge; and</p> <p>iv. Travelodge impacted rooms.</p>	<p>i. Access to additional private residential properties within Mascot Town Centre was not possible, nor was it possible to obtain views from future apartment buildings that are not yet proposed/constructed. Viewpoint 7 is from the most impacted existing residential property within the Mascot Town Centre and accurately represents the most impacted view from residential properties within the Town Centre.</p> <p>ii. An additional viewpoint from the Sydney Domestic Airport Terminal 3 (Qantas) has been included (Viewpoint 13). The site is not visible from Sydney Domestic Airport Terminal 2 (all other carriers) as it faces predominately south.</p> <p>iii. An additional viewpoint from Qantas Drive in the vicinity of the existing airbridge has been included (Viewpoint 14). Access was obtained via the contractor constructing the Sydney Gateway Road Project.</p> <p>iv. An additional viewpoint from the Travelodge Hotel Sydney Airport / commercial offices has been included (Viewpoint 15). The hotel is located within a 12 storey structure, with the hotel compromising only the lower six floors. No communal/recreation areas for the hotel are located on the upper floors. Commercial office tenancies occupy the upper six floors. Future development directly adjacent to the west of the hotel with a 44m height control will completely obstruct views of the site from the hotel suites.</p>
2 d)	Viewpoint 5 within the Visual Impact Assessment references the incorrect facades.	Viewpoint 5 reference to the facades in the ‘Potential View Change’ has been amended.
2 e)	The assessment of Viewpoint 8 is queried for being ‘low’ in the Visual Impact Assessment. This view seems to be significantly impacted with several open-sky views to be lost.	<p>Viewpoint 8 (the streetscape of Coward Street) is heavily treed with the canopies of existing mature Ficus sp. extending within the streetscape adjacent to the intersections of Coward Street and Kent Road (closest point to residential properties).</p> <p>The magnitude of change to the view has been reviewed and modified to ‘moderate’ as the view in the short-term will be impacted but not substantially different in scale and character from the surrounding existing development and proposed zoning of ‘general industrial’ with a height control of 44m.</p>

Table 1: Council request for further information/amendments and response.

Description of the site

The site comprises four allotments at 263-273 and 273A Coward Street and 76-82 Kent Road, Mascot (Lots 100 and 101 DP 1277278, Lot 5 DP 1194564 and Lot 3 DP 230355). The boundaries of the site are shown in the adjacent figure (Figure 1). The site forms part of a broader land holding along Qantas Drive and the site is also referred to as QF1 and QF2 with the other sites referred to as QF3 and QF4.

The site is in the Bayside Council Local Government Area (LGA). The site is approximately 9km south of the Sydney Central Business District (CBD) and less than 1km north of the Sydney Domestic Airport. The site is bound by Coward Street to the North, Kent Road to the East, Port Botany rail freight line to the south and commercial uses to the west.

The site is generally rectangular in shape and has a total area of approximately 94,565.6m². The north-western part of the site currently accommodates a large-scale warehouse building with access via Coward Street and the north-eastern and southern parts of the site comprise large hardstand areas and existing buildings and structures. The hardstand areas provide parking for heavy vehicles (generally to the north adjoining Coward Street) and car parking for Qantas staff. There are significant trees across the site, primarily within the landscaped setbacks along the northern and southern boundaries.

The site is located within an established industrial precinct and the surrounding context generally comprises of industrial and commercial buildings. Adjoining the site are the following developments:

- + North: Industrial zoned land accommodating a variety of small-medium scale industrial style buildings and several large hardstand areas.
- + South: Sydney Airport
- + East: Industrial buildings which accommodate manufacturing activities and an industrial and commercial office buildings (across Coward Street) and Larger scale warehouse buildings with multiple tenancies, including Dnata Australia (across Kent Street).
- + West: Airgate Business Park comprising multiple buildings. The immediately adjoining building currently accommodates the DHL Express Head Office and associated freight and logistics operations.



Figure 1: Site location plan (Image source: Google 2022).

Surrounding context plan



Planning context

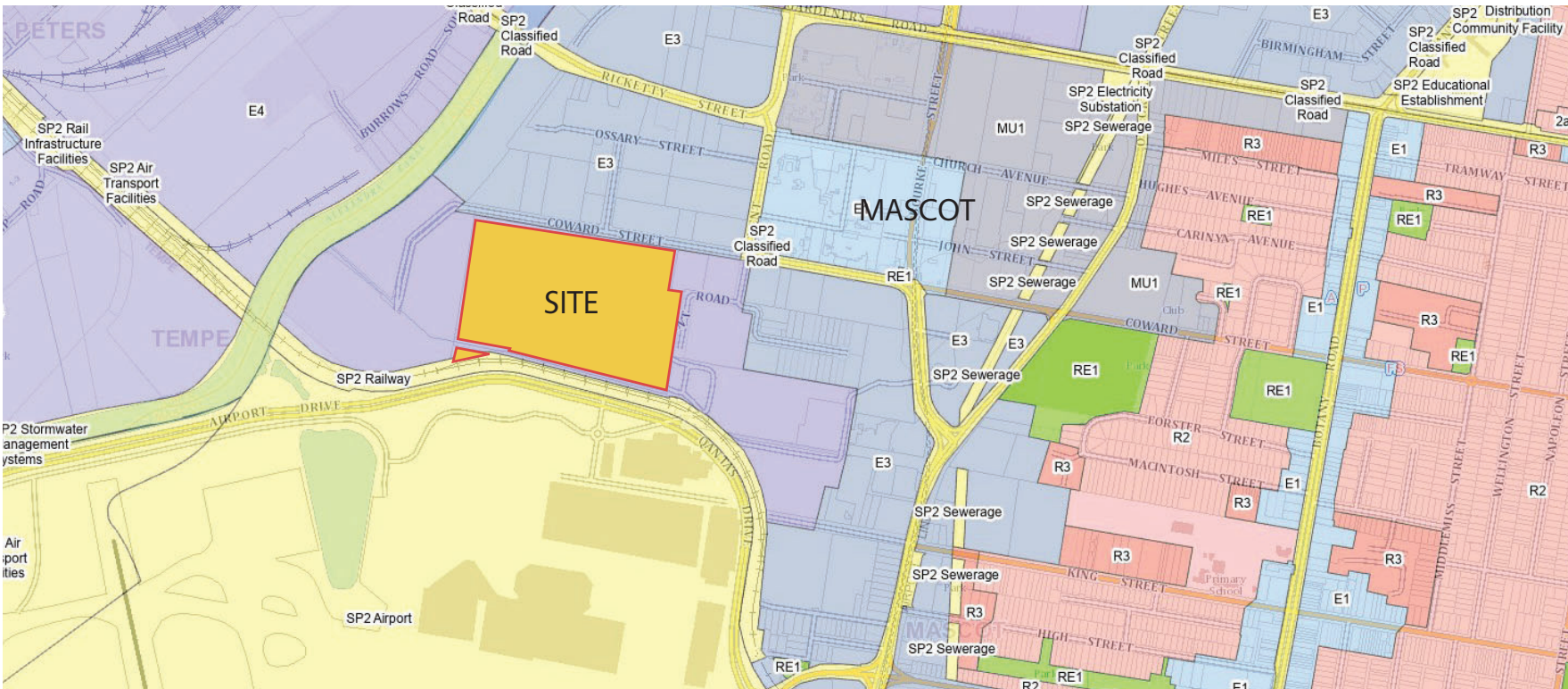
The site is in the Bayside Council Local Government Area (LGA). The site is zoned ‘general industrial’ and is surrounded by ‘general industrial’ to the west and east, and ‘productivity support’ zoning to the north.

The site and surrounding areas are all zoned for height limits of up to 44m. The existing Mascot central area has been extensively developed with residential and commercial towers up to the height limit of 44m. The area to the west of the site has not yet been developed to the allowable maximum height limit of 44m.

Land Zoning Map

- E1 - Local Centre
- E2 - Commerical Core
- E2 - Commercial Centre
- E3 - Productivity Support
- E4 - General Industrial
- E5 - Heavy Industrial

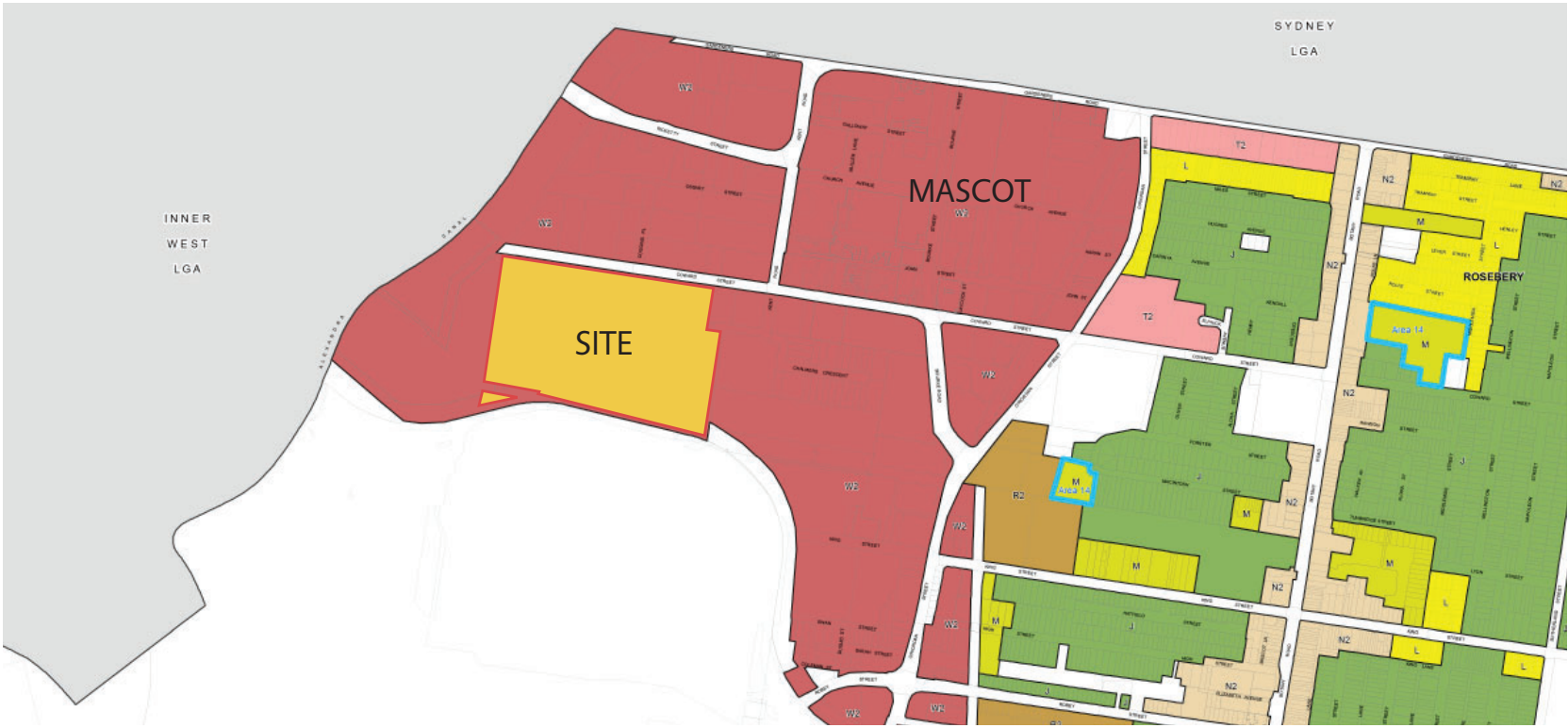
Figure 3. Land Zoning Map. Source: NSW Planning Portal Spatial Viewer, accessed 2023.



Heights of Buildings Map

Maximum Building Height (m)			
H	7.5	U1	31
I	8.5	U2	32
J	9	U3	33
K	10	V1	36
L	11	V2	37
M	12	V3	39
N1	13	W1	42
N2	14	W2	44
N3	14.5	X	46
O1	15	Y	51
O2	16	AA	69
O3	16.5	AA1	70
O4	16.6	Refer to Clause 4.3	
P1	17.5	Refer to Clause 4.3	
P2	17.75	Refer to Clause 4.3	
P3	18	Refer to Clause 4.3	
Q1	19	Refer to Clause 4.3	
Q2	20.5	Refer to Clause 4.3	
R1	21	Refer to Clause 4.3	
R2	22	Refer to Clause 4.3	
S	24	Refer to Clause 4.3	
T1	25	Refer to Clause 4.3	
T2	26	Refer to Clause 4.3	
T3	26.5	Refer to Clause 4.3	
T4	27	Refer to Clause 4.3	
T5	28	Refer to Clause 4.3	
T6	29	Refer to Clause 4.3A	
T7	29.5		

Figure 4. Heights of Buildings Map. Source: Bayside Local Environmental Plan 2021.



Project description

Perpetual Corporate Trust Limited is seeking to amend the Bayside Local Environmental Plan 2021 to increase the maximum floor space ratio of the site from 1.2:1 to 2:1 (or an additional 75,652 m²) and introduce site-specific additional permitted uses including Office Premises and Cafe or Restaurant under Schedule 1. The amendments 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 (CBD).

It is proposed to redevelop the site in stages to accommodate continuation of the existing operations in the Qantas Sydney Distribution Centre (SDC) in accordance with the leaseback arrangements. A preliminary concept proposal has been prepared that complies with the amended FSR and provides for the following:

- + 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.

- + 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.

The concept designs which support the Planning Proposal have been designed in collaboration between Lacoste + Stevenson Architects and Paddock Landscape Architects.

The two concept schemes are shown in the below figures (Figure 5 & 6). The site is located within a broader holding of land fronting Qantas Drive.

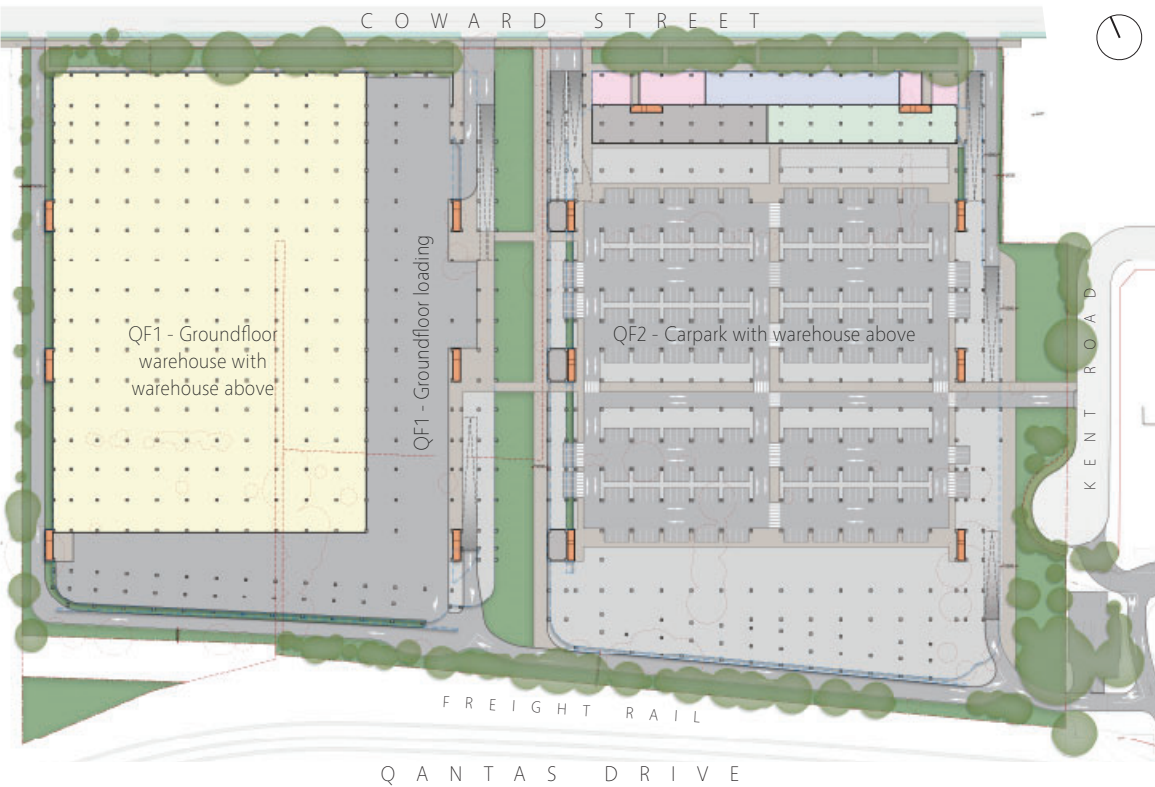
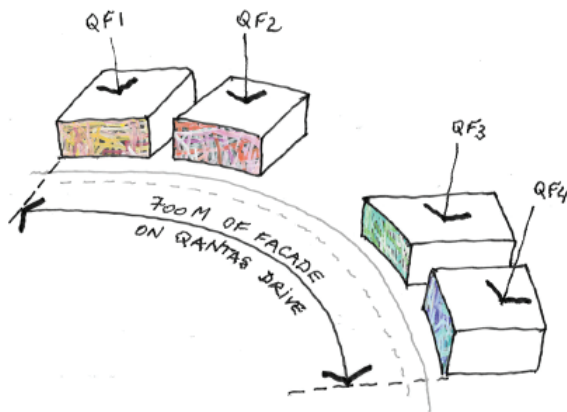
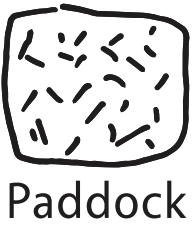


Figure 5: Indicative concept scheme for 1.2:1 FSR (Source: Lacoste + Stevenson Architects and Paddock Landscape Architects).



Figure 6: Indicative concept scheme for 2:1 FSR (Source: Lacoste + Stevenson Architects and Paddock Landscape Architects).



When considering the predicted effect of changes upon views, the sensitivity of the view to change is combined with the magnitude of the change to give an overall judgement of significance of impact supported by analysis of evidence and professional judgement. The following information is informed by the GNLVA, GLVIA and the GLCVIA.

Sensitivity to change

Sensitivity refers to the qualities of an area, the number and type of receptors or receivers (place, route, viewer audience or interest group which may receive an effect) and how sensitive the existing view is to the proposed change. For example a pristine natural environment or low-density residential area is likely to be more sensitive to a change of a multi-storey industrial development than an existing airport, transport infrastructure or industrial use. The design quality of the proposed development does not make the area less sensitive to change but instead affects the magnitude of the impact as described following.

Magnitude to change

Magnitude to change refers to the extent of change that will be experienced by receptors or receivers. This change may be adverse or beneficial. Factors that could be considered in assessing magnitude are: the proportion of the view / landscape affected; how distant it is; extent of the area over which the change occurs; the size and scale of the change; the rate and duration of the change; and the level of contrast and compatibility. Magnitude should also consider the cumulative impact, which is a consideration of the result of the incremental impact of the proposal when added to other past, current and known likely future activity. For example, a new multi-storey residential tower within an already dense urban area of multi-storey residential towers would have a very different impact than if it was constructed within an area of low-density residential of single-storey developments.

Assessment

The combination of sensitivity and magnitude will provide the rating of the visual impact for individual viewpoints and these are rated as high, moderate, low or negligible. The rating for each viewpoint will be accompanied by a description of the factors of both sensitivity and magnitude which have influenced the result. A judgment will be made as to the quality and extent of the design solution in assessing magnitude and thus overall impact. Assuming the very highest quality design outcome will be achieved and therefore determining a low impact could be unrealistic and misleading. However it is equally misleading to determine impact based on the worst outcomes.

A summary to the assessment will be made which will summarise the overall impact of the development.

Sensitivity to change criteria

The sensitivity to change criteria used within this assessment are outlined below. These include a description of the effected receptor / receivers and the extent to which their attention or interest may be focused on the views and the visual amenity they experience at particular locations.

High - Residential areas, particularly when designed to take advantage of a particular view or outlook from primary use areas such as living areas, balconies. Public open spaces for active or passive recreation. Users of pedestrian pathways or cycleways. Recreational road users on scenic routes with specific landscape features or views. Recreational activity where the primary enjoyment comes from the view. Views to and from heritage or urban items of recognised national or local importance. Views to

and from areas of natural beauty or significant landscapes or vistas. Receptors that are likely to spend long periods of time and focus on the view.

Moderate - Areas of outdoor sport or organised recreation. Outdoor workers where time to appreciate the view is limited. General road, rail or public transport users with limited or short-term views. Residential areas, mainly from secondary use areas of residences such as bedrooms. Receptors whose attention is likely to be focussed on their activity or work rather than the wider view.

Low - Commercial premises and areas of indoor employment where time to appreciate the view is limited and has little value in relation to the activity being undertaken. Views of little significance from areas of recreation or transport routes. Receptors whose attention is likely to be focussed on their activity or work within an indoor environment.

Negligible - Travellers and people at their place of work where exposure to and appreciation of the view would be short-term and likely screened or heavily filtered. Views from areas of low landscape quality. Receptors not impacted by changes from the base condition.

Magnitude to change criteria

The magnitude to change criteria used within this assessment are outlined below. These include a description of the size and scale of the change, the extent influenced and the duration of impact.

High - Complete or very substantial change to the view. Complete or very substantial obstruction to the existing view. The proposed development would become the dominant feature in the view. It would have a long term impact on the view and would be difficult to reverse or mitigate.

Moderate - Moderate change to the view. Change may be prominent but not substantially different in scale and character from the surroundings and the wider setting. Composition of the view will alter. View character may be partially changed through the introduction of features which, though uncharacteristic, may not be visually incongruous. It would have a medium term impact.

Low - Minor change to the view. Largely integrates with its surroundings with little discernible change. It would have a short term impact.

Negligible - Minimal to no change to the view. Change barely distinguishable from the surroundings. It would have little to no impact.

		Magnitude			
		High	Moderate	Low	Negligible
Sensitivity	High	High	Moderate / High	Moderate	Negligible
	Moderate	Moderate / High	Moderate	Moderate / Low	Negligible
	Low	Moderate	Moderate / Low	Low	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

Table 2: Assessment matrix for the impact to the sensitivity of the view to change and the magnitude of change to the views as extracted from the GLCVIA.

Key viewpoints + visibility analysis map

The project site is located along the western edge of significant existing builtform of Mascot, built to the height limit. Given this, the project site is relatively screened by the existing builtform from the east. However, as there is not yet any existing builtform to the western edge and directly to the north of the site, the project site is visible from the north and west. The size of the airport land holding to the south, and the flat topography, limits views from the south.

Viewpoints have been selected that aim to represent key views from both public and private spaces to the project site. Given the scale and height of the concept designs, these range in distance from direct proximity surrounding the site, to the city-wide scale. A mix of viewpoints selected include:

- + streetscapes at groundlevel directly surrounding the site.
- + streetscapes within the surrounding urban and suburban context.
- + public spaces within the surrounding urban and suburban context.
- + key transport infrastructure such as motorways and roadways.
- + private residences within multi-storey residential towers directly surrounding the site.
- + private residences within multi-storey residential towers within the surrounding urban and suburban context.
- + publicly accessible areas within the adjacent airport, including the terminal and streetscape.
- + distant views from the CBD of Sydney from publicly accessible privately managed spaces, such as lookouts and restaurants.

These are not exhaustive of all locations surrounding the site with views to the site. Rather, they aim to provide a range of views, both public and private, close and distant, that may be effected by the development. These view points are listed below and are indicated on the adjacent aerial photograph. These have been shown at the macro city context (Figure 7) and also the micro site context (Figure 8), with descriptions including the location of the view and whether it is private or public.

Macro:

- + **Image 1:** Australia Square, Sydney CBD. Publicly accessible privately managed space.
- + **Image 2:** Sydney Park, Alexandria. Publicly accessible regional park.
- + **Image 3:** Bishop Street, St Peters. Publicly accessible park and shared use pathway / cycleway.
- + **Image 4:** 2 Chisholm Street, Wolli Creek. Private multi-storey residential tower.
- + **Image 5:** International airport terminal. Publicly accessible privately managed space.
- + **Image 6:** M5 east-bound fly-over bridge. Publicly accessible (from motor vehicle) motorway.

Micro:

- + **Image 7:** 39 Kent Road, Mascot. Private multi-storey residential tower.
- + **Image 8:** Coward Street, Mascot. Publicly accessible streetscape.
- + **Image 9:** Ossary Street, Mascot. Publicly accessible streetscape.
- + **Image 10:** Coward Street, Mascot. Publicly accessible shared use pathway / cycleway.
- + **Image 11:** Nigel Love Bridge, Mascot. Publicly accessible shared use pathway / cycleway.
- + **Image 12:** Qantas Drive, Mascot. Publicly accessible (from motor vehicle) roadway.
- + **Image 13:** Sydney Domestic Airport Terminal 3 (Qantas), Gate 6. Publicly accessible privately managed space.
- + **Image 14:** Qantas Drive shared-use pathway (southern side of Qantas Drive), Mascot. Publicly accessible shared use pathway / cycleway.
- + **Image 15:** Travelodge Hotel Sydney Airport, Mascot. Private short-term accommodation.

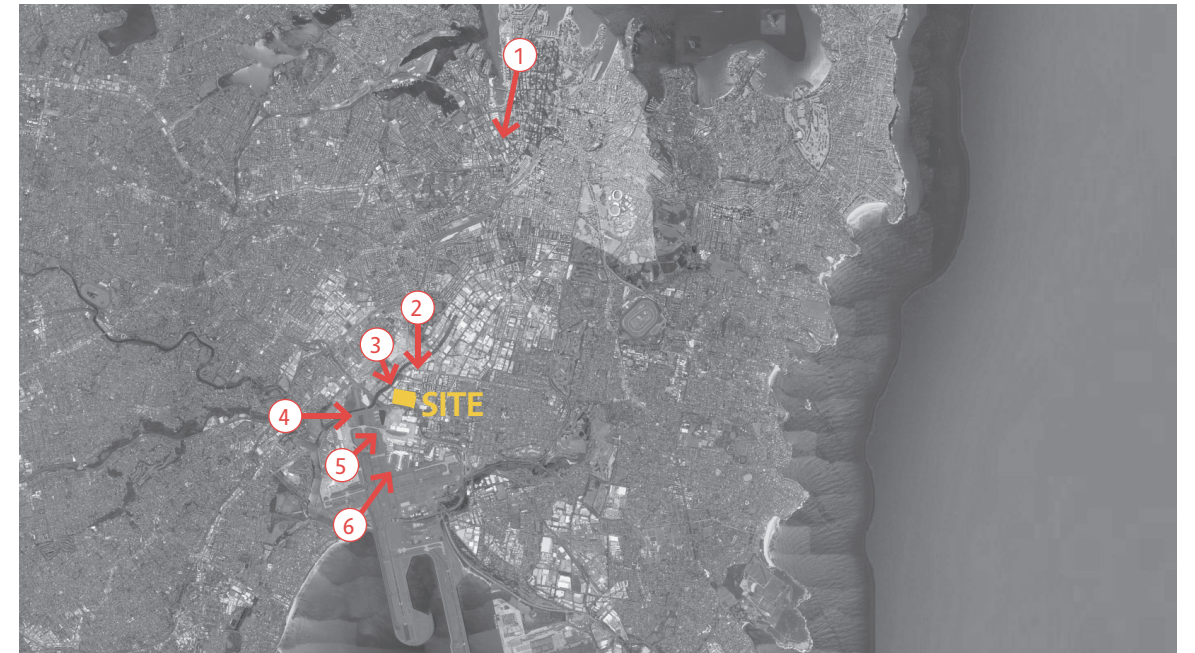


Figure 7: Macro level aerial photograph with viewpoint locations (Image source: Google Earth).



Figure 8: Micro level aerial photograph with viewpoint locations (Image source: Google Earth). Existing builtform with heights up to the limit of 40-44m are shown blue. These effectively screen the proposed development site from the east and northeast.

Viewpoint 1

Location
Address: O Bar and Dining | Australia Square | Level 47, 264 George Street, Sydney.
Elevation: approximately 160-170m.
Distance from the project site: 7000m.

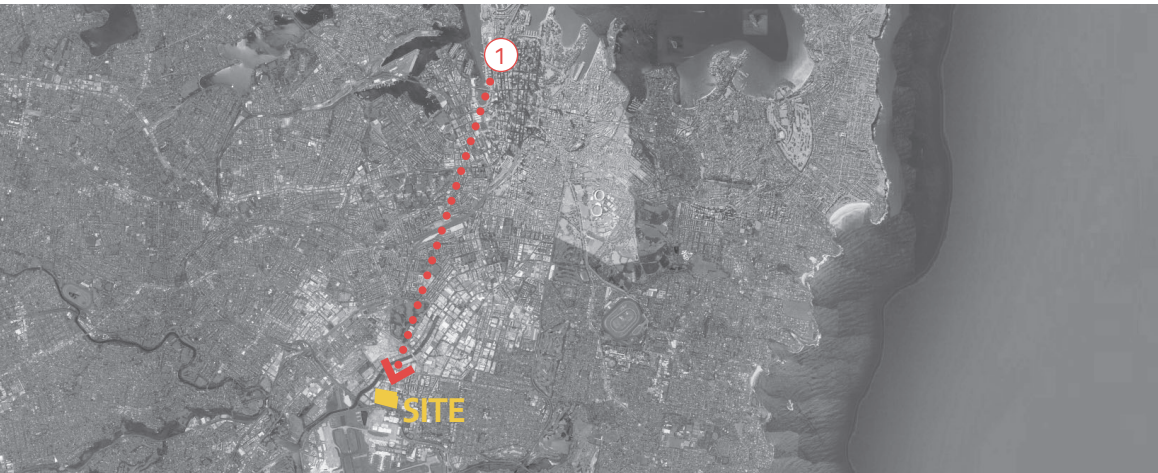
View Type
Publicly accessible privately managed space.

This viewpoint was selected to demonstrate the effects of the future redevelopment of the site from the CBD of Sydney. A publicly accessible but privately managed space was selected to demonstrate views from areas such as observation areas, restaurants, bars etc within the CBD. Access to private residential towers within the CBD was not possible, however this viewpoint demonstrates a similar view to that of multi-storey residential towers within the CBD.

Visual receptors
Users of observation areas, restaurants and bars within multi-storey towers. Residents in multi-storey residential towers. Workers in multi-storey commercial towers.

Existing View Description (baseline condition)
This viewpoint is elevated and distant from the project site. The views from the CBD are panoramic and include views to the airport, Botany Bay and southern ranges. Isolated areas of dense, taller urban development are visible, particularly that of the Mascot urban centre. The southern city buildings partially obstruct views however, buildings along the southern edge of the CBD would have unobstructed views to the project site. Large scale industrial/warehouse development is visible particularly within Tempe. The runways, Qantas Hangers, planes and international terminal are visible. The existing stand of established vegetation along Qantas Drive and Coward Street is visible. The view is predominately urban in the foreground. Background views to Botany Bay and the southern ranges are dominant.

Potential View Change
The concept designs provide for a significant builtform at the height plane of the Mascot urban centre extending across to the west. The northern facades of the two structures would be clearly visible. Views to the runway, Qantas Hangers and planes would be obstructed. Views to the international terminal would be partially obstructed. Views to the existing stand of established vegetation along Qantas Drive would be obstructed. The staged delivery of any future development would be from the east to the west of the project site.



	Description	Rating
Sensitivity to change	Given the density and concentration of tall residential and commercial structures with distant views to the project site, the number of receptors impacted by the future development would be moderate. This includes a mix of receptors whose attention may be for a short duration (workers, visitors) but also for a longer duration (residents).	Moderate
Magnitude of change	The scale and height of the building mass would constitute a moderate change to the view. The change would be prominent but not substantially different in scale from the surrounding areas, particularly the Mascot urban centre. The staged development of the two structures would prolong the change to the view. The view character would not significantly change given the surrounding developed areas of similar scale.	Moderate
Overall visual impact rating	Although the concept schemes would change the view from the city in the short to medium term, any future development within the area to the north of the site has a 44m height control and will effectively screen the development outlined in the concept schemes from the CBD. The proposed concept schemes height is not different to that already established in the neighbouring urban centre of Mascot, however the scale of the single facade would be dominant.	Moderate

Table 3: Viewpoint 1 visual impact assessment.

Viewpoint 1



Figure 9: Existing baseline condition view from viewpoint 1, Sydney CBD. The airport is clearly visible in the midground, with the Qantas Hangers in the east.



Figure 10: The development as provided in the concept scheme at the increase to 2:1 FSR, shown in yellow. The northern facades of the two structures would be clearly visible.



Figure 11: The development as provided in the concept scheme at 1.2:1 FSR, shown in yellow.

Viewpoint 2

Location
Address: 'The Hill' Sydney Park | Sydney Park Road, Alexandria.
Elevation: approximately 30m.
Distance from the project site: 1700m.

View Type
Publicly accessible regional parkland.

This viewpoint was selected to demonstrate the effects of the future redevelopment of the site from a major regional public parkland located within the neighbouring suburb of Alexandria. Sydney Park is a popular parkland frequented by residents from the Innerwest Suburbs of Sydney, and is surrounded by high density multi-storey residential towers and low density residential suburbs.

Visual receptors
Passive use users of the parkland, including walkers, runners, cyclists, dog walkers, picnickers. Users observing the view from multiple bench seats and pathways.

Existing View Description (baseline condition)
This viewpoint is elevated within a popular highpoint located centrally within the park. The foreground is dominated by the wetlands and vegetation throughout the park. The mid-range views are dominated by the Mascot urban centre towers to the east. The Qantas Hangers, domestic terminal and planes are visible, however the runways are not. The international terminal is partially visible. Mid-sized industrial development is visible. Distant views are to the Sutherland Shire, Miranda urban core and the southern ranges to the west.

Potential View Change
The concept designs provide for a significant builtform at the height plane of the Mascot urban centre extending across to the west. The northern facades of the two structures would be clearly visible. Views to the Qantas Hangers and domestic terminal would be obstructed. Views to the international terminal would be maintained. Distant views to the Sutherland Shire and Miranda urban core would be obstructed. Views to the southern ranges in the west would be maintained. The staged delivery of any future development would be from the east to the west of the project site.



	Description	Rating
Sensitivity to change	The impact to receptors would be moderate given the direct views from the public open space to the proposed development and the longer duration at which users would spend focusing on the view.	Moderate
Magnitude of change	The scale and height of the concept schemes would result in a significant change to the view. It would result in obstruction of the distant views to the airport and southern Sutherland Shire, with the development being a dominant feature on the horizon. The change would be prominent but not substantially different in scale and height from the adjacent Mascot urban centre. The staged delivery of any future development would prolong the change to the view. The view character would change and the contrast with the surrounding uses (residential) will be dominant.	High
Overall visual impact rating	The concept schemes would change the distant views from the viewpoint in the short to medium term. Any future development to the north of the site has a 44m height control and would effectively screen the proposed development from Sydney Park, with any future development impacting the remainder of the distant views. The proposed concept schemes height is not different to that already established in the neighbouring urban core of Mascot, however the scale of the single facade would be dominant.	Moderate / High

Table 4: Viewpoint 2 visual impact assessment.

Viewpoint 2



Figure 12: Existing baseline condition view from viewpoint 2, 'The Hill' in Sydney Park. Mascot urban centre towers are visible to the east. The Qantas Hangers are visible in the distance (red structures).



Figure 13: The development as provided in the concept scheme at the increase to 2:1 FSR, shown in yellow. The northern facades of the two structures would be clearly visible.



Figure 14: The development as provided in the concept scheme at 1.2:1 FSR, shown in yellow.

Viewpoint 3

Location
Address: Bishop Street park and shared use pathway | Bishop Street, St Peters.
Elevation: approximately 15m.
Distance from the project site: 1000m.

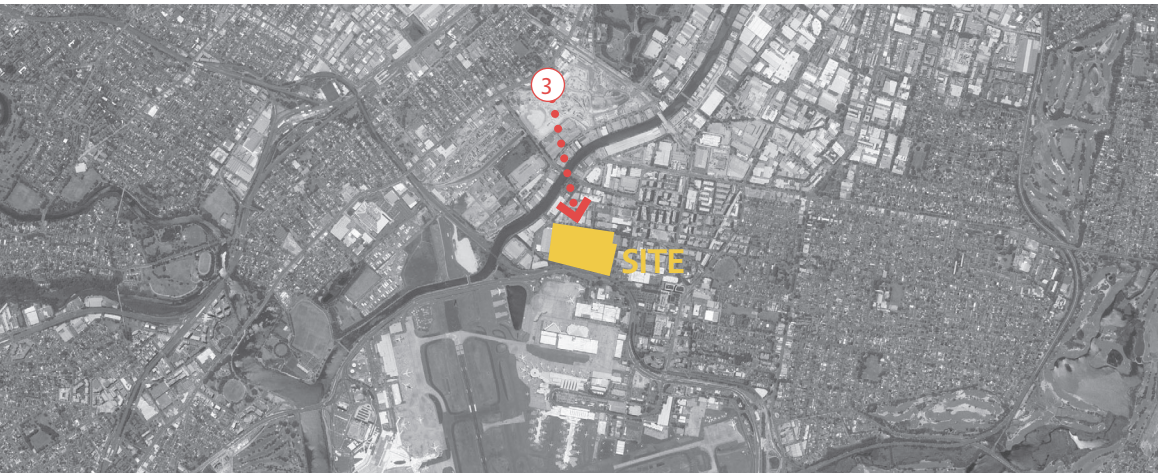
View Type
Publicly accessible park and shared use pathway and cycleway.

This viewpoint was selected to demonstrate the effects of the future redevelopment of the site from a local park and shared use pathway and cycleway within the neighbouring suburb of St Peters. The shared use pathway and cycleways within the Inner West suburbs of Sydney link the suburbs with Sydney Park and the broader network of cycleways within the City of Sydney. They are heavily used for and also for commuter cyclist traffic to the inner city suburbs and the CBD.

Visual receptors
Active and passive use users of the parkland and shared-use pathway and cycleway, including walkers, runners, cyclists, dog walkers.

Existing View Description (baseline condition)
This viewpoint is slightly elevated within a highpoint of St Peters. The foreground is dominated by the motorway interchange including tunnel entrances and flyover bridges. The Mascot urban centre towers are visible in the east and are partially obstructed by the flyover bridges. The Qantas Hangers are visible in the distance. The southern ranges are slightly visible to the west.

Potential View Change
The concept designs provide for a significant builtform at the height plane of the Mascot urban centre extending across to the west. The northern facades of the two structures would be clearly visible. Views to the Qantas Hangers would be obstructed. The staged delivery of any future development would be from the east to the west of the project site.



	Description	Rating
Sensitivity to change	The impact to receptors would be low given the short duration at which it is viewed. Attention is likely to be focussed on their activity rather than the view. The view is dominated by significant motorway infrastructure.	Low
Magnitude of change	The scale and height of the concept schemes would result in a moderate change to the view. It would result in the obstruction of views to the Qantas Hangers. The change would be prominent but not substantially different in scale (height) from the adjacent Mascot urban centre. The staged delivery of any future development would prolong the change to the view. The view character would not substantially change given the dominance of the motorway infrastructure and the contrast between the uses is minor.	Moderate
Overall visual impact rating	The impact of the concept schemes would be moderate in the short to medium terms but would become totally screened once any future development within the area to the north of the site with a 44m height control is constructed.	Moderate / Low

Table 5: Viewpoint 3 visual impact assessment.

Viewpoint 3



Figure 15: Existing baseline condition view from viewpoint 3, Bishop Street, St Peters. Mascot urban centre towers are visible to the east. The Qantas Hangers are visible in the distance (red structures).



Figure 16: The development as provided in the concept scheme at the increase to 2:1 FSR, shown in yellow. The northern facades of the two structures would be clearly visible.



Figure 17: The development as provided in the concept scheme at 1.2:1 FSR, shown in yellow.

Viewpoint 4

Location

Address: Level 13, 2 Chisholm Street, Wolli Creek.
Elevation: approximately 40m.
Distance from the project site: 2300m.

View Type

Private residence in a multi-storey residential tower.

This viewpoint was selected to demonstrate the effects of the future redevelopment of the site from a private residence located within a multi-storey residential tower within a developed area south-west of the project site. The Wolli Creek area includes multiple residential towers which are the first densely developed urban area to the west of the airport and they have clear views across the airport to the development site.

Access to the residential towers was not possible for the production of this assessment however the image used is from a property sale in February 2023.

Visual receptors

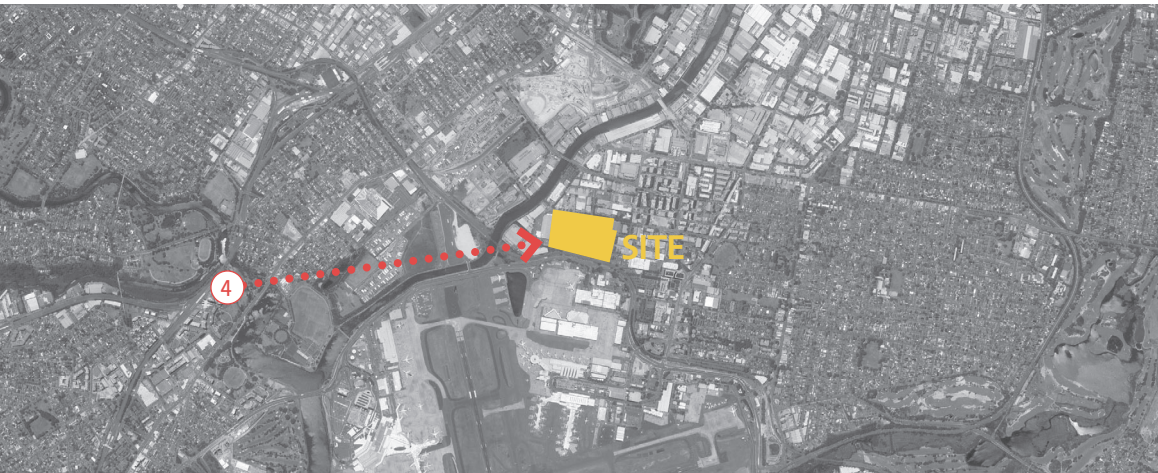
Residents within multi-storey units.

Existing View Description (baseline condition)

This viewpoint is elevated and distant from the project site. The views are panoramic and include views over the entire airport including terminals and runways. The port and associated infrastructure is visible in the distance to the north. Botany Bay and Kurnell is visible in the distance to the south. Foreground views are dominated by the Cooks River and significant parklands and vegetation around Tempe. The Mascot urban centre is visible in the north.

Potential View Change

The concept designs provide for a significant builtform at the height plane of the Mascot urban centre extending across to the west. The northern facades of the two structures would be visible in the distance. Views to the Mascot urban centre would be obstructed.



	Description	Rating
Sensitivity to change	The impact to receptors would be low given the primary view for residents is to the east out over the airport and Botany Bay. Attention is likely to be focussed on the dominant views over the airport and Botany Bay.	Low
Magnitude of change	The extent of change to the view would be minimal as the concept designs would be largely integrated with the adjacent Mascot urban centre. The bulk and height of the concept schemes would be compatible with that of surrounding development. The view character would not substantially change given the mix of industrial and urban uses within the current view. The significant artworks to the southern facades would screen the development and provide a new feature within the view.	Low
Overall visual impact rating	The impact of the concept schemes would be low given the surrounding development of the same bulk and height. The introduction of the significant artwork facades would be an improvement to the distant views.	Low

Table 6: Viewpoint 4 visual impact assessment.

Viewpoint 4



Figure 18: Existing baseline condition view from viewpoint 4, Level 13, 2 Chisholm Street, Wolli Creek. Mascot urban centre towers are visible to the north.



Figure 19: The development as provided in the concept scheme at the increase to 2:1 FSR, shown in yellow. The southern facades of the two structures would be visible.



Figure 20: The development as provided in the concept scheme at 1.2:1 FSR, shown in yellow.

Viewpoint 5

Location
Address: International airport terminal | Kingsford Smith International Airport, Mascot.
Elevation: approximately 9m.
Distance from the project site: 1750m.

View Type
Publicly accessible privately managed space

This viewpoint was selected to demonstrate the effects of the future redevelopment of the site from a privately managed but publicly accessible space that often provides the first views of Sydney for people arriving in the country. Kingsford Smith International Airport is the busiest airport in Australia and has clear views north to the Sydney CBD skyline.

Visual receptors
Users within the international terminal, visitors and residents returning to Australia. Workers within the airport terminal and external airport areas.

Existing View Description (baseline condition)
This viewpoint is slightly elevated with relatively unobstructed views across the runways to the development site. The Qantas Hangers and part of the domestic terminal is visible to the south. The Mascot urban centre is visible to the east. The Sydney CBD dominates the skyline to the north.

Potential View Change
The concept designs provide for a significant builtform at the height plane of the Mascot urban centre extending across to the west. The southern facades of the two structures would be clearly visible in the north. Views to the Mascot urban centre would be obstructed.



	Description	Rating
Sensitivity to change	Although a high volume of receptors view this viewpoint, the duration of time and focus on the view is minimal given the transitory nature at which it is witnessed.	Low
Magnitude of change	The scale and height of the concept schemes would constitute a moderate change to the view. The change would be prominent but not substantially different in scale and character from the surrounding, particularly the height plane of Mascot. The significant artworks to the southern facades would screen the development and provide a new feature within the view.	Moderate
Overall visual impact rating	The impact of the concept schemes would be moderate given the introduction of the scale and height along Qantas Drive and the extension of the maximum height and bulk of the Mascot urban centre to the west. The introduction of the significant artwork facades would be an improvement to the view and presence along Qantas Drive.	Moderate / Low

Table 7: Viewpoint 5 visual impact assessment.

Viewpoint 5



Figure 21: Existing baseline condition view from viewpoint 5, Sydney international airport terminal. Mascot urban centre towers are visible to the east. The Sydney CBD dominates the skyline to the north.



Figure 22: The development as provided in the concept scheme at the increase to 2:1 FSR, shown in yellow. The southern facades of the two structures would be visible.



Figure 23: The development as provided in the concept scheme at 1.2:1 FSR, shown in yellow.

Viewpoint 6

Location

Address: M5 east-bound fly-over bridge, Mascot.
Elevation: approximately 15m.
Distance from the project site: 2700m.

View Type

Publicly accessible infrastructure accessed via a motor vehicle.

This viewpoint was selected to demonstrate the effects of the future redevelopment of the site from a publicly accessible road network. The M5 is a significant arterial roadway connecting Western Sydney, and southern New South Wales, with Sydney. The flyover offers commanding views across Sydney Airport to the city Skyline in the north.

Visual receptors

Road users travelling on the motorway heading from the west to the east and northern areas of the city.

Existing View Description (baseline condition)

This viewpoint is slightly elevated with relatively unobstructed views across the runways to the development site in the north. The domestic terminal and Qantas Hangers are visible to the north. The Mascot urban centre is partially visible to the north behind the terminal. The Sydney CBD dominates the skyline to the north.

Potential View Change

The concept designs provide for a significant builtform at the height plane of the Mascot urban centre extending across to the west. The southern artwork facades of the two structures would be clearly visible. The lower portion of the CBD skyline would be obstructed.



	Description	Rating
Sensitivity to change	Although a high volume of receptors view this viewpoint, the duration of time and focus on the view is minimal given the speed at which it is witnessed.	Low
Magnitude of change	The scale and height of the concept schemes would constitute a moderate change to the view. The change would be prominent but not substantially different in scale and character from the surrounding, particularly the height plane of Mascot. The significant artworks to the southern facades would screen the development and provide a new feature within the view.	Moderate
Overall visual impact rating	The impact of the concept schemes would be low given the surrounding development of the same bulk and height. The introduction of the significant artwork facades would be an improvement to the distant views.	Moderate / Low

Table 8: Viewpoint 6 visual impact assessment.

Viewpoint 6



Figure 24: Existing baseline condition view from viewpoint 6, M5 east-bound fly-over bridge, Mascot. Mascot urban centre towers are visible to the east. The Sydney CBD dominates the skyline to the north.



Figure 25: The development as provided in the concept scheme at the increase to 2:1 FSR, shown in yellow. The southern artwork facades of the two structures would be visible.



Figure 26: The development as provided in the concept scheme at 1.2:1 FSR, shown in yellow.

Viewpoint 7

Location

Address: Level 13, 39 Kent Road, Mascot.
Elevation: approximately 40m.
Distance from the project site: 200m.

View Type

Private residence in a multi-storey residential tower.

This viewpoint was selected to demonstrate the effects of the future redevelopment of the site from a private residence located within a multi-storey residential tower directly opposite the project site. The Mascot centre includes multiple residential towers which are the first densely developed urban area to the north of the airport and they have clear views to the development site.

Visual receptors

Residents within multi-storey units.

Existing View Description (baseline condition)

This viewpoint is elevated and directly opposite the project site. The tree-lined streetscape of Coward Street and Kent Road dominate the foreground. The existing industrial buildings within the project site and located along Kent Road are highly visible. The existing on-grade carparks within the project site are visible. The existing trees along the southern boundary of the site along Qantas Drive are visible. The Qantas Hangers are visible to the east with the runways, planes and international terminal visible to the southwest. The Wolli Creek urban centre buildings are visible in the southwest. Botany Bay and the southern ranges are visible in the distance.

Potential View Change

The concept designs provide for a significant builtform at the height plane of the Mascot urban centre extending across to the west. This would dominate the view and completely obstruct the views to the runways, planes, international terminal, Wolli Creek urban centre and the southern ranges. The Qantas Hangers would be partially obstructed. The tree-lined streetscape of Coward Street and Kent Road would be retained.



	Description	Rating
Sensitivity to change	The impact to receptors within the multi-storey residential towers would be significant with the majority of the view obstructed.	High
Magnitude of change	The concept schemes would have a direct effect on the viewpoint and would result in a complete or very substantial change to the view. The concept schemes would become the dominant feature in the view and they would have a long term impact on the view.	High
Overall visual impact rating	The concept schemes would significantly impact the views from the existing residential towers within the south and western edge of the Mascot urban centre. Any future development to the east and north has a height control of 44m and would impact the remainder of the views. The proposed concept schemes height is not different to that already established in the neighbouring urban core of Mascot, however the scale of the facades along Coward Street and the eastern facade along Kent Road would be dominant.	High

Table 9: Viewpoint 7 visual impact assessment.

Viewpoint 7



Figure 27: Existing baseline condition view from viewpoint 7, Level 13, 39 Kent Road, Mascot. The entire development site is visible from the western and southern residential towers.



Figure 28: The development as provided in the concept scheme at the increase to 2:1 FSR, shown in yellow. The eastern and northern facades of would be visible.



Figure 29: The development as provided in the concept scheme at 1.2:1 FSR, shown in yellow.

Viewpoint 8

Location
Address: Coward Street, Mascot.
Elevation: approximately 3m.
Distance from the project site: 100m.

View Type
Publicly accessible streetscape.

This viewpoint was selected to demonstrate the effects of the future redevelopment of the site from a publicly accessible streetscape directly opposite the project site. This view encompasses the site approaching from the eastern end of Coward Street and the Mascot high-density residential area.

Visual receptors
Road users. Pedestrians and cyclists along the road verge pathways and cycleway. Workers within adjacent industrial and commercial buildings.

Existing View Description (baseline condition)
This viewpoint is at street level looking west along Coward Street. The view is dominated by the significant tree-lined street trees that arch out over the roadway. On-street parking dominate the foreground. Existing low-rise industrial buildings are visible along the southern side of the street. Significant established vegetation is located within the front setback of the project site.

Potential View Change
The concept designs for the builtform would be visible through openings in the tree canopies. A portion of the eastern and northern facade of the eastern building would be visible. Given the flat topography no distant views are impacted.



	Description	Rating
Sensitivity to change	The impact to receptors would be low given the obstructed views due to the significant established trees within the streetscape.	Low
Magnitude of change	The extent of change to the view would be moderate however, the concept schemes would be largely screened by existing vegetation within the streetscape and within the front setback of the project site. The concept schemes would be compatible with surrounding industrial development.	Moderate
Overall visual impact rating	The impact of the concept schemes would be moderate-low given the screening provided from the significant existing vegetation.	Moderate / Low

Table 10: Viewpoint 8 visual impact assessment.

Viewpoint 8



Figure 30: Existing baseline condition view from viewpoint 8, Coward Street, Mascot.



Figure 31: The development as provided in the concept scheme at the increase to 2:1 FSR, shown in yellow. The northern facade is partially visible through the tree lined streetscape.



Figure 32: The development as provided in the concept scheme at 1.2:1 FSR, shown in yellow.

Viewpoint 9

Location
Address: Ossary Street, Mascot.
Elevation: approximately 3m.
Distance from the project site: 170m.

View Type
Publicly accessible streetscape.

This viewpoint was selected to demonstrate the effects of the future redevelopment of the site from a publicly accessible streetscape within close proximity to the project site. This view encompasses the site approaching from the north.

Visual receptors
Road users. Pedestrians and cyclists along the road verge pathways. Workers within adjacent industrial buildings.

Existing View Description (baseline condition)
This viewpoint is at street level looking south along Coggins Place from the intersection with Ossary Street. The foreground is dominated by the wide roadway with on-street parking and minimal street tree plantings. Single storey industrial buildings and fenced yards line the street. Significant established vegetation is visible along the eastern side of the street in the mid-ground. Significant established vegetation is visible along Coward Street in the distance. A telecommunications tower is visible to the west. The view is limited, confined to that of the streetscape given the flat topography, with no distant view.

Potential View Change
The northern facades of the future redevelopment of the site would dominant the distant view but would be screened by the existing vegetation within the front setback and the streetscape of Coggins Place and Coward Street.



	Description	Rating
Sensitivity to change	The impact to receptors would be low given the existing industrial use within the area and their attention is likely to be focussed on their activity or work within an indoor environment.	Low
Magnitude of change	The concept schemes would become the prominent feature in the view. The concept schemes would be compatible with surrounding industrial development.	High
Overall visual impact rating	The concept schemes would significantly impact the views from the streetscape in the short to medium term. However, the surrounding area has a 44m height control so any future development in the long term would significantly alter the view.	Moderate

Table 11: Viewpoint 9 visual impact assessment.

Viewpoint 9



Figure 33: Existing baseline condition view from viewpoint 9, Ossary Street, Mascot.



Figure 34: The development as provided in the concept scheme at the increase to 2:1 FSR, shown in yellow. The northern facades of the two structures would be visible.



Figure 35: The development as provided in the concept scheme at 1.2:1 FSR, shown in yellow.

Viewpoint 10

Location
Address: Coward Street shared use pathway / cycleway, Mascot.
Elevation: approximately 1.5m.
Distance from the project site: 50m.

View Type
Publicly accessible shared use pathway and cycleway.

This viewpoint was selected to demonstrate the effects of the future redevelopment of the site from a publicly accessible shared use pathway and cycleway directly opposite the project site. This shared use pathway and cycleway connects Tempe and Wolli Creek in the south to Bourke Road and the CBD in the north. It is heavily used including for commuter cyclist traffic to the inner city suburbs and CBD.

Visual receptors
Active and passive use users of the shared-use pathway and cycleway, including walkers, runners, cyclists, dog walkers.

Existing View Description (baseline condition)
This viewpoint is at street level looking east along Coward Street from the shared use pathway and cycleway. The view is framed between the existing industrial buildings and fence lines towards the northwestern corner of the project site. The existing Qantas SDC facility is clearly visible with an approximately height of 15m. The foreground includes large expanses of roadway and driveways with limited tree planting occurring within front setbacks. The view is limited, confined to that of the streetscape given the flat topography, with no distant view.

Potential View Change
The concept designs for the builtform would be clearly visible with the western facade of the facility dominant. A portion of the northern facade would be visible however the existing trees to be retained within the front setback would screen a portion of the view.



	Description	Rating
Sensitivity to change	The impact to receptors will be low given the short duration at which it is viewed (pedestrians and cyclists). The impact to receptors would be low given the existing industrial use within the area and their attention is likely to be focussed on their activity or work within an indoor environment (workers).	Low
Magnitude of change	The concept schemes would become the prominent feature in the view. However the concept schemes would be compatible with surrounding industrial development.	High
Overall visual impact rating	The concept schemes would moderately impact the views from the shared use pathway and cycleway in the short to medium term. However, the surrounding area has a 44m height control so any future development in the long term would significantly alter the view.	Moderate

Table 12: Viewpoint 10 visual impact assessment.

Viewpoint 10



Figure 36: Existing baseline condition view from viewpoint 10, Coward Street shared use pathway / cycleway, Mascot.



Figure 37: The development as provided in the concept scheme at the increase to 2:1 FSR, shown in yellow. The northern and western facades of the structure would be visible.



Figure 38: The development as provided in the concept scheme at 1.2:1 FSR, shown in yellow.

Viewpoint 11

Location

Address: Nigel Love Bridge shared use pathway / cycleway, Mascot.
Elevation: approximately 2m.
Distance from the project site: 600m.

View Type

Publicly accessible shared use pathway and cycleway.

This viewpoint was selected to demonstrate the effects of the future redevelopment of the site from a publicly accessible shared use pathway and cycleway within close proximity to the project site. This shared use pathway and cycleway connects Tempe and Wolli Creek in the south and to Bourke Road and the CBD in the north. It is heavily used including for commuter cyclist traffic to the inner city suburbs and CBD.

Visual receptors

Active and passive use users of the shared-use pathway and cycleway, including walkers, runners, cyclists, dog walkers.

Existing View Description (baseline condition)

This viewpoint relatively low adjacent to the canal with views northeast along the canal. The new Sydney Gateway Road Project bridge crossings are visible in the midground. Significant established vegetation within the project site along the entire southern boundary is dominant and effectively screens the existing industrial buildings within the site. Rooflines of the existing industrial buildings are partially visible above the tree line. The Mascot urban centre is partially visible in the northeast. The new commercial tower on Chalmers Crescent at 40-44m height is visible. The Dnata catering facility roofline is visible in the east.

Potential View Change

The concept designs provide for a significant builtform at the height plane of the Mascot urban centre extending across to the west. The western facade of the future redevelopment of the site would be clearly visible. The southern artwork facades of the two structures would be visible and provide a significant presence along the roadway. The Mascot urban centre would be obstructed.



	Description	Rating
Sensitivity to change	The impact to receptors will be low given the short duration at which it is viewed (pedestrians and cyclists). Their attention is likely to be focussed on their activity during the short transition through the area.	Low
Magnitude of change	The scale and height of the concept schemes would constitute a moderate change to the view. The change would be prominent but not substantially different in scale and character from the surrounding, particularly the height plane of Mascot. The significant artworks to the southern facades would screen the development and provide a new feature within the view.	Moderate
Overall visual impact rating	The concept schemes would moderately impact the views from the shared use pathway and cycleway in the short to medium term. However, the surrounding area has a 44m height control so any future development in the long term would significantly alter the view and screen the proposed development from the west.	Moderate / Low

Table 13: Viewpoint 11 visual impact assessment.

Viewpoint 11



Figure 39: Existing baseline condition view from viewpoint 11, Nigel Love Bridge shared use pathway / cycleway, Mascot.



Figure 40: The development as provided in the concept scheme at the increase to 2:1 FSR, shown in yellow. The southern facades of the two structures would be visible. The western facade of the western structure is visible.



Figure 41: The development as provided in the concept scheme at 1.2:1 FSR, shown in yellow.

Viewpoint 12

Location

Address: Qantas Drive, Mascot.
Elevation: approximately 3m.
Distance from the project site: 200m.

View Type

Publicly accessible infrastructure accessed via a motor vehicle.

This viewpoint was selected to demonstrate the effects of the future redevelopment of the site from a publicly accessible road network. Qantas Drive is being upgraded as part of the Sydney Gateway Road Project that will connect the airport with the St Peters Interchange. This will provide access to the M4 and connections to the west and north; and the M8 and M5 with connections to the south and south-west. This will become a heavily used road network and entry to the airport and Mascot.

The Qantas Drive upgrade will include a new shared use pathway and cycleway along the southern side of the road.

Visual receptors

Road users travelling on the road network travelling east.

Existing View Description (baseline condition)

This viewpoint is at road level looking east along Qantas Drive. The foreground is dominated by the roadway, roadway widening construction works and the freight rail line along the northern edge. Significant established vegetation within the project site along the entire southern boundary is dominant and effectively screens the existing industrial buildings within the site. Rooflines of the existing industrial buildings are partially visible above the tree line. The Mascot urban centre is partially visible in the northeast. The new commercial tower on Chalmers Crescent at 40-44m height is visible. The Dnata catering facility roofline is visible in the east.

Potential View Change

The concept designs provide for a significant builtform at the height plane of the Mascot urban centre extending across to the west. The southern artwork facades of the two structures would be clearly visible and provide a significant presence along the roadway. The Mascot urban centre would be obstructed. The staged delivery of any future development would be from the east to the west of the project site.



	Description	Rating
Sensitivity to change	A high volume of receptors view this viewpoint, however the duration of time and focus on the view is minimal given the speed at which it is witnessed. The significant artwork structure would impact the experience for receptors.	Moderate
Magnitude of change	The scale and height of the concept schemes would constitute a moderate change to the view. The change would be prominent but not substantially different in scale and character from the surrounding, particularly the height plane of Mascot. The significant artworks to the southern facades would screen the development and provide a new dominant feature within the view.	Moderate
Overall visual impact rating	The impact of the concept schemes would be moderate given the introduction of the scale and height along Qantas Drive. The retention of the existing established vegetation within the project site along the southern boundary would screen the lower portion of the new buildings. The introduction of the significant artwork facades would be an improvement to the view and presence along Qantas Drive.	Moderate

Table 14: Viewpoint 12 visual impact assessment.

Viewpoint 12



Figure 42: Existing baseline condition view from viewpoint 12, Qantas Drive, Mascot.

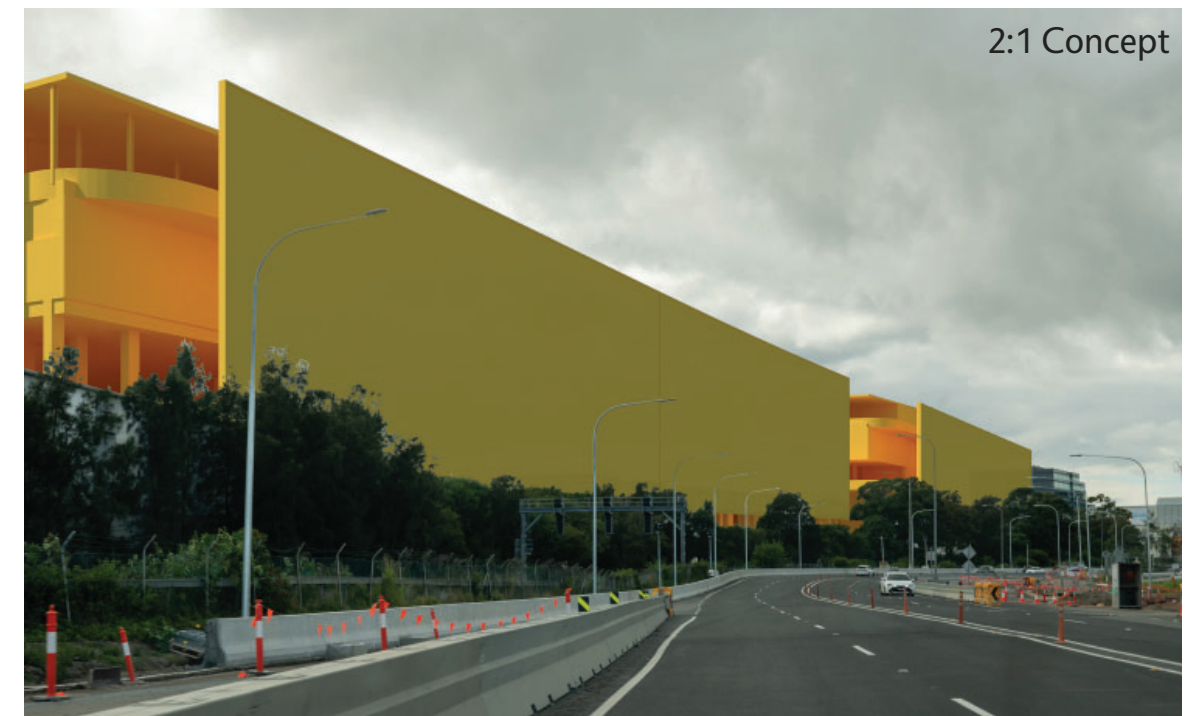


Figure 43: The development as provided in the concept scheme at the increase to 2:1 FSR, shown in yellow. The southern artwork facades of the two structures would be clearly visible along Qantas Drive and form a new feature within the view.

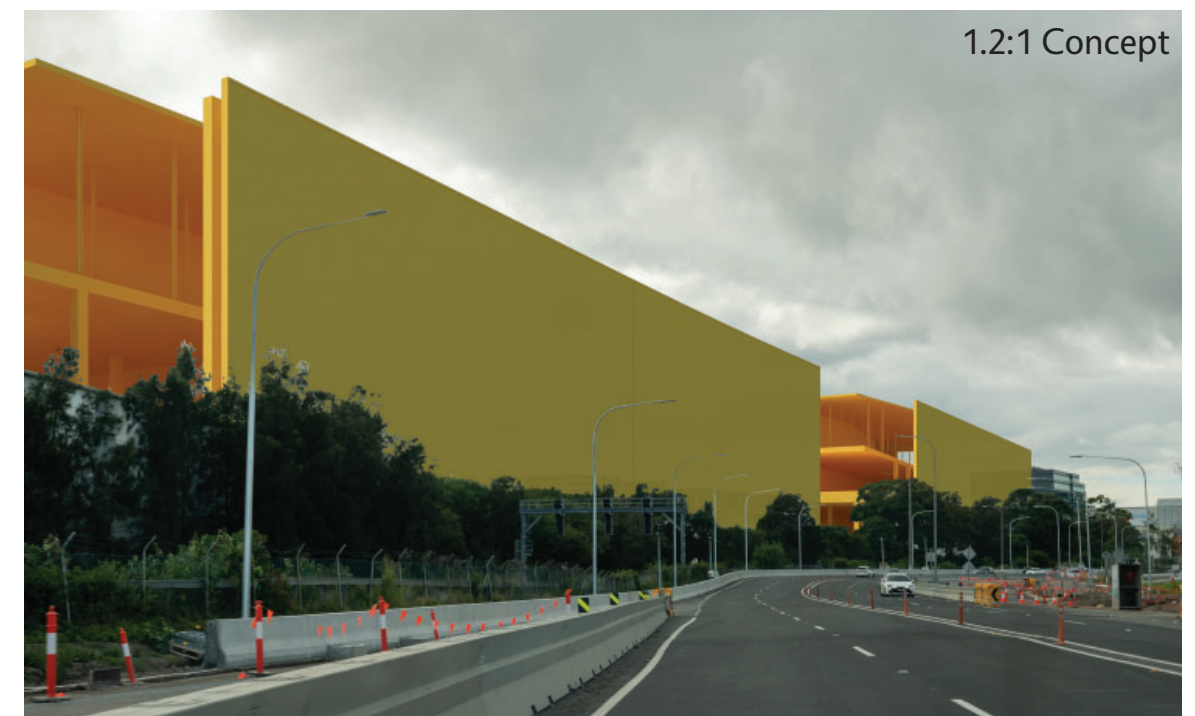


Figure 44: The development as provided in the concept scheme at 1.2:1 FSR, shown in yellow.

Viewpoint 13

Location

Address: Sydney Domestic Airport Terminal 3 (Qantas) | Gate 9.
Elevation: approximately 8m.
Distance from the project site: 710m.

View Type

Publicly accessible privately managed space.

This viewpoint was selected to demonstrate the effects of the proposed development from a privately managed but publicly accessible space that often provides the first views of Sydney for people arriving in the Sydney. The site is not visible from Sydney Domestic Airport Terminal 2 (all other carriers) as it faces predominately south.

Gate 9 was selected as it was the furthest west within the terminal with potential views to the site. All other gates and publicly accessible areas of the terminal do not have a view north due to the view being completely obstructed by the existing Qantas Hangers.

Visual receptors

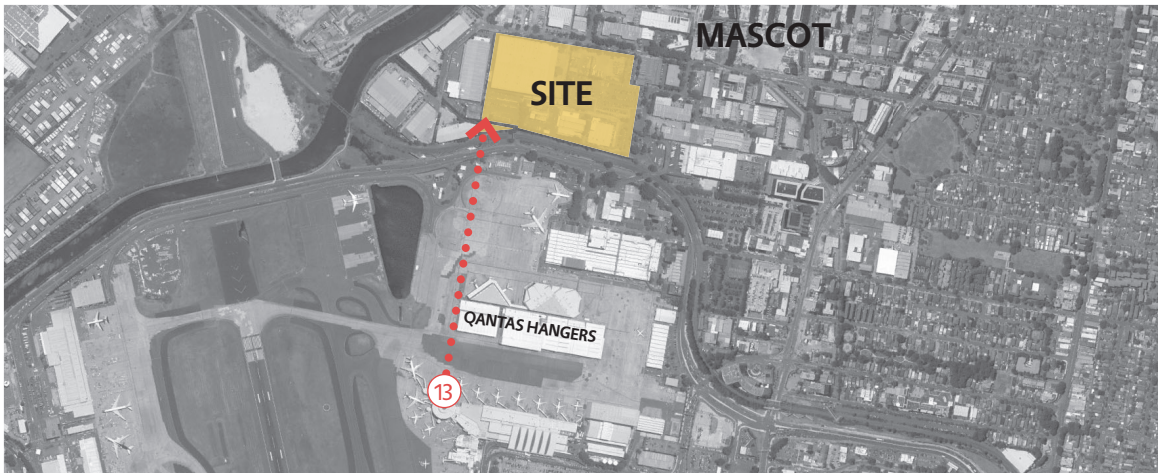
Users within the domestic terminal, visitors and residents returning or departing Sydney. Workers within the airport terminal and external airport areas.

Existing View Description (baseline condition)

This viewpoint is slightly elevated with views across airside to the north. The view is dominated by the existing Qantas Hangers. The south-western corner of the site is visible with the existing trees along Qantas Drive (southern boundary of the site) visible. The distant view includes a small portion of the towers within Pyrmont and the Anzac Bridge but it is predominately obscured by the existing hangers.

Proposed View Change

A small extent of the south-western corner of the concept schemes would be visible behind the existing hangers, with the bulk of the concept schemes effectively screened by the existing Qantas Hangers. Distant views to the small portion of the Pyrmont and the Anzac Bridge will be maintained.



	Description	Rating
Sensitivity to change	The impact to receptors will be negligible due to the short duration at which it is viewed and the minimal extent that concept designs are visible. Attention is likely to be focused on their activity rather than the view. The view is dominated by the existing Qantas Hangers.	Negligible
Magnitude of change	The concept schemes would result in minimal change to the view as the majority of the concept schemes would be effectively screened by the existing builtform of the Qantas Hangers. The change would be barely distinguishable from the surroundings.	Negligible
Overall visual impact rating	The impact of the concept schemes would be negligible given the concept schemes would be effectively screened by the existing builtform of the Qantas Hangers.	Negligible

Table 15: Viewpoint 13 visual impact assessment.

Viewpoint 13



Figure 45: Existing baseline condition view from viewpoint 13, Sydney Domestic Airport Terminal 3 (Qantas) Gate 9.

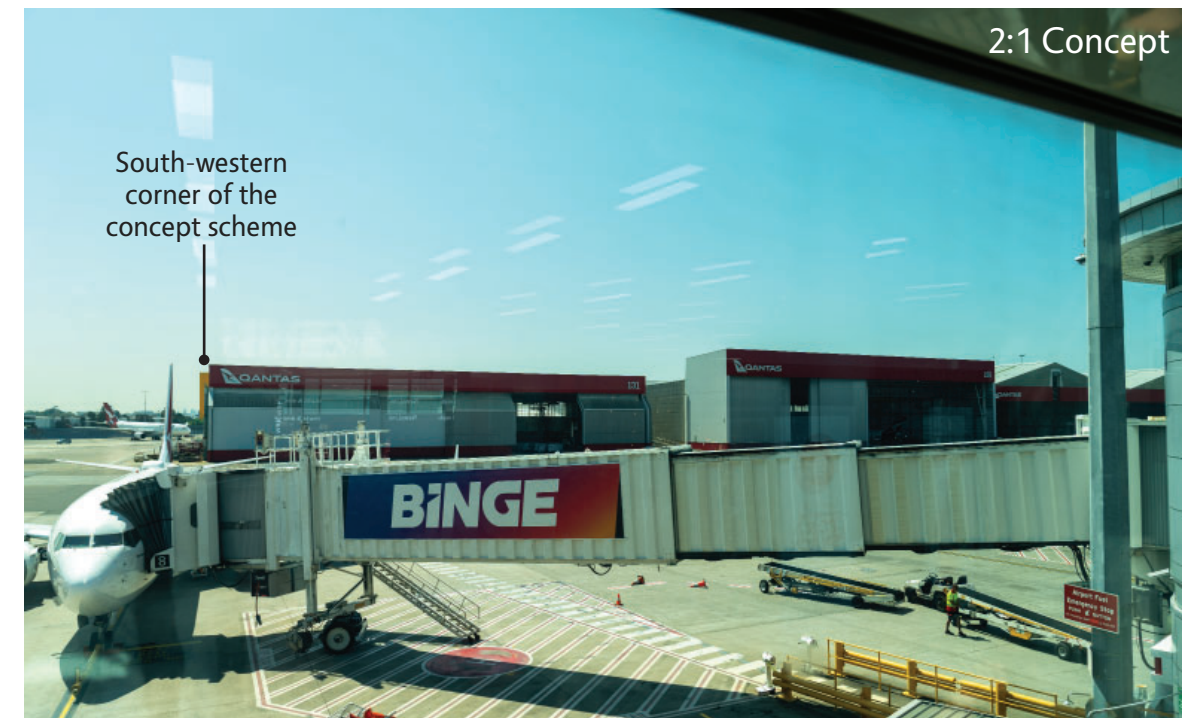


Figure 46: The development as provided in the concept scheme at the increase to 2:1 FSR, shown in yellow. The existing Qantas Hangars effectively screen the entire concept schemes.

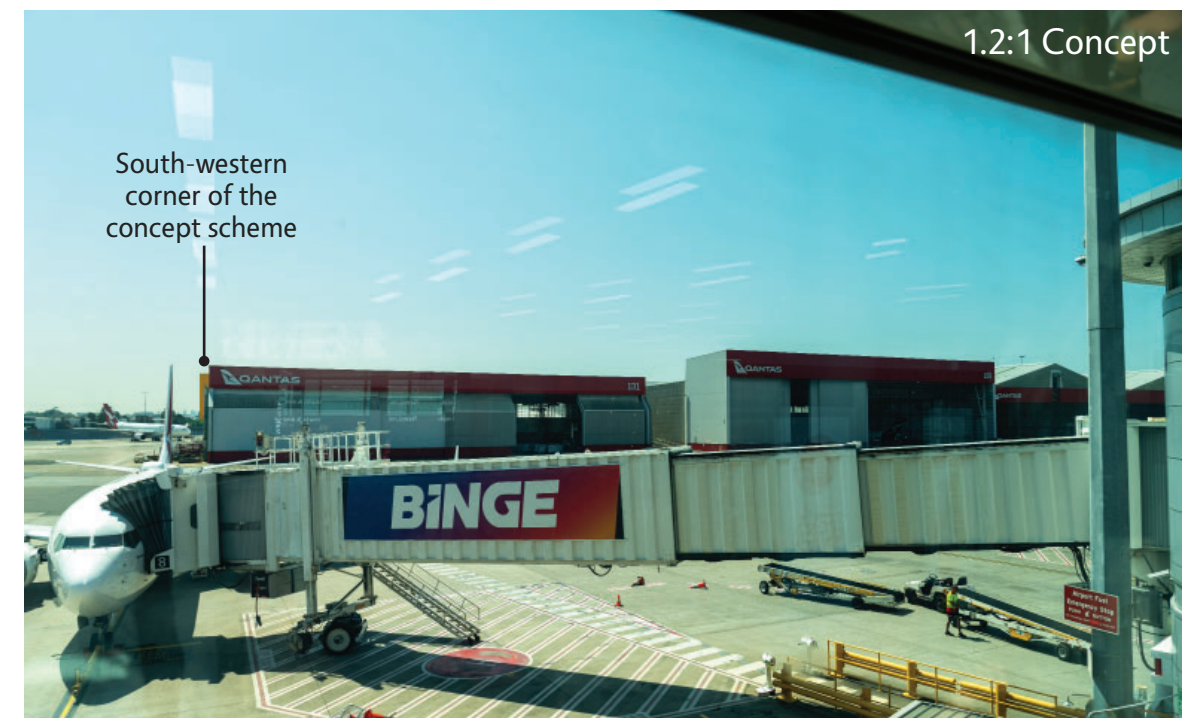


Figure 47: The development as provided in the concept scheme at 1.2:1 FSR, shown in yellow.

Viewpoint 14

Location
Address: Qantas Drive shared-use pathway (southern side of Qantas Drive), Mascot.
Elevation: approximately 4m.
Distance from the project site: 90m.

View Type
Publicly accessible streetscape.

This viewpoint was selected to demonstrate the effects of the proposed development from a publicly accessible shared-use pathway and cycleway within close proximity to the project site. Once construction is completed it will connect Tempe and Wolli Creek in the south to Bourke Road and the CBD in the north. It is anticipated to be heavily used for recreation and also for commuter cyclist traffic to the inner city suburbs and CBD.

Views from this location will be similar to that of the road traffic heading west. Qantas Drive is being upgraded as part of the Sydney Gateway Road Project that will connect the airport with the St Peters Interchange. This will provide access to the M4 and connections to the west and north; and the M8 and M5 with connections to the south and south-west. This will become a heavily used road network and entry to the airport and Mascot.

Visual receptors
Active and passive use users of the shared-use pathway and cycleway, including walkers, runners, cyclists, dog walkers. Road users travelling west.

Existing View Description (baseline condition)
This viewpoint is at road level looking west along Qantas Drive. The foreground is dominated by the new roadway widening and the new shared-use pathway. The existing trees located along the southern boundary within the site are visible. The view is limited, confined to that of the streetscape given the flat topography, with no distant view.

Proposed View Change
The concept designs provide for a significant builtform at the height plane of the Mascot urban centre extending across to the west. The southern artwork facades of the two structures would be clearly visible and provide a significant presence along the roadway.



	Description	Rating
Sensitivity to change	A high volume of receptors view this viewpoint, however the duration of time and focus on the view is minimal given the speed at which it is witnessed. The significant artwork structure would impact the experience for receptors.	Moderate
Magnitude of change	The scale and height of the concept schemes would constitute a moderate change to the view. The change would be prominent but not substantially different in scale and character from the surrounding, particularly the height plane of Mascot. The significant artworks to the southern facades would screen the development and provide a new dominant feature within the view.	Moderate
Overall visual impact rating	The impact of the concept schemes would be moderate given the introduction of the scale and height along Qantas Drive. The retention of the existing established vegetation within the project site along the southern boundary would screen the lower portion of the new buildings. The introduction of the significant artwork facades would be an improvement to the view and presence along Qantas Drive.	Moderate

Table 16: Viewpoint 14 visual impact assessment.

Viewpoint 14



Figure 48: Existing baseline condition view from viewpoint 14, Qantas Drive shared-use pathway (southern side of Qantas Drive).



Figure 49: The development as provided in the concept scheme at the increase to 2:1 FSR, shown in yellow. The southern artwork facades of the two structures would be clearly visible along Qantas Drive and form a new feature within the view.



Figure 50: The development as provided in the concept scheme at 1.2:1 FSR, shown in yellow.

Viewpoint 15

Location

Address: Travelodge Hotel Sydney Airport | 289 King Street, Mascot.
Elevation: approximately 24m, level 6 of the hotel.
Distance from the project site: 420m.

View Type

Private hotel.

This viewpoint was selected to demonstrate the effects of the proposed development from a hotel with short-term accommodation within close proximity to the project site. The hotel is located within a 12 storey structure, with the hotel comprising only the lower six floors. No communal/recreation areas for the hotel are located on the upper floors. Commercial office tenancies occupy the upper six floors.

Access was obtained to hotel suites with views towards the development via the manager of the hotel. Access was also obtained to the upper commercial floors via the building manager of the commercial suites.

Visual receptors

Private users of the hotel, short-term accommodation. Workers within the commercial suites on the upper floors of the building.

Existing View Description (baseline condition)

This viewpoint is from a hotel room on level 6, looking west towards the project site. The halted construction works of 297 King Street (QF3 site) are directly visible in the foreground. The Dnata catering facility and Mascot urban centre are visible in the north. The existing stand of trees along the Sydney Water channel are visible. Qantas Drive and the freight rail line are partially visible in the midground but are screened by existing trees. The existing trees located along the southern boundary within the site are visible. Tempe and Sydenham suburbs are visible in the distance to the west.

Proposed View Change

The southern and eastern facades of the concept schemes will be visible. The southern artwork facades of the two structures would be clearly visible and provide a significant presence to the south. Distant views to the innerwest suburbs are obstructed.



	Description	Rating
Sensitivity to change	The impact to receptors will be low give their attention is likely to be indoor focused (commercial office building and short-term accommodation). There are no external balconies/ private recreation spaces facing the view from the short-term accommodation suites.	Low
Magnitude of change	The concept schemes will become a feature in the view. However, it will not be substantially different in scale and character from the surrounding existing builtform. The view will be obstructed when the adjacent site is developed.	Moderate
Overall visual impact rating	The concept schemes will impact the views from the existing hotel and commercial building in the short term. The introduction of the significant artwork facades would be an improvement to the view and presence along Qantas Drive. However, the adjacent site to the west is zoned 'general industrial' with a 44m height control that, when developed, will obstruct all views to the concept schemes from the Travelodge Hotel Sydney Airport / commercial offices.	Moderate / Low

Table 17: Viewpoint 15 visual impact assessment.

Viewpoint 15



Figure 51: Existing baseline condition view from viewpoint 15, Travelodge Hotel Sydney Airport 289 King Street.



Figure 52: The development as provided in the concept scheme at the increase to 2:1 FSR, shown in yellow. The southern artwork facades of the two structures would be clearly visible along Qantas Drive and form a new feature within the view.



Figure 53: The development as provided in the concept scheme at 1.2:1 FSR, shown in yellow.

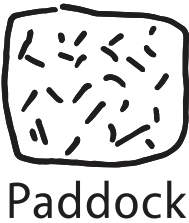
The overall visual impact assessment is collated in the adjacent table (Table 19 continued on the following page).

The overall visual impact assessment of the viewpoints has concluded that any future redevelopment of the site would have:

- + negligible impact from the Sydney Domestic Airport (viewpoint 13).
- + low impact from distant multi-storey residential towers (viewpoint 4).
- + low to moderate impact from directly surrounding streetscapes and roadways (viewpoints 8, 9, 10, 12).
- + low to moderate impact from distant surrounding streetscapes and roadways (viewpoint 3, 6, 11).
- + low to moderate impact from adjacent short-term accommodation (viewpoint 15).
- + moderate impacts from surrounding streetscapes and roadways (viewpoint 14).
- + moderate impacts from the viewpoint from the CBD (viewpoint 1).
- + moderate to high impacts from distant views (viewpoints 2, 5).
- + high impact from directly surrounding multi-storey residential towers (viewpoint 7).

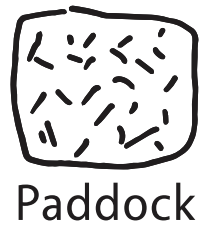
Viewpoint	Location / Viewpoint	Public or Private	Sensitivity to change	Magnitude of change	Overall visual impact rating	Visual impact assessment summary
1	Australia Square, Sydney CBD.	Publicly accessible privately managed space.	Moderate	Moderate	Moderate	Although the concept schemes would change the view from the city in the short to medium term, any future development within the area to the north of the site has a 44m height control and will effectively screen the development outlined in the concept schemes from the CBD. The proposed concept schemes height is not different to that already established in the neighbouring urban centre of Mascot, however the scale of the single facade would be dominant.
2	Sydney Park, Alexandria.	Publicly accessible regional park.	Moderate	High	Moderate /High	The concept schemes would change the distant views from the viewpoint in the short to medium term. Any future development to the north of the site has a 44m height control and would effectively screen the proposed development from Sydney Park, with any future development impacting the remainder of the distant views. The proposed concept schemes height is not different to that already established in the neighbouring urban core of Mascot, however the scale of the single facade would be dominant.
3	Bishop Street, St Peters.	Publicly accessible park and shared use pathway / cycleway.	Low	Moderate	Moderate / Low	The impact of the concept schemes would be moderate in the short to medium terms but would become totally screened once any future development within the area to the north of the site with a 44m height control is constructed.
4	2 Chisholm Street, Wolli Creek.	Private multi-storey residential tower.	Low	Low	Low	The impact of the concept schemes would be low given the surrounding development of the same bulk and height. The introduction of the significant artwork facades would be an improvement to the distant views.
5	International airport terminal.	Publicly accessible privately managed space.	Low	Moderate	Moderate / Low	The impact of the concept schemes would be moderate given the introduction of the scale and height along Qantas Drive and the extension of the maximum height and bulk of the Mascot urban centre to the west. The introduction of the significant artwork facades would be an improvement to the view and presence along Qantas Drive.
6	M5 east-bound fly-over bridge.	Publicly accessible (from motor vehicle) motorway.	Low	Moderate	Moderate / Low	The impact of the concept schemes would be low given the surrounding development of the same bulk and height. The introduction of the significant artwork facades would be an improvement to the distant views.
7	39 Kent Road, Mascot.	Private multi-storey residential tower.	High	High	High	The concept schemes would significantly impact the views from the existing residential towers within the south and western edge of the Mascot urban centre. Any future development to the east and north has a height control of 44m and would impact the remainder of the views. The proposed concept schemes height is not different to that already established in the neighbouring urban core of Mascot, however the scale of the facades along Coward Street and the eastern facade along Kent Road would be dominant.
8	Coward Street, Mascot.	Publicly accessible streetscape.	Low	Moderate	Moderate / Low	The impact of the concept schemes would be moderate-low given the screening provided from the significant existing vegetation.

Table 18: Visual impact assessment summary table.



Viewpoint	Location / Viewpoint	Public or Private	Sensitivity to change	Magnitude of change	Visual impact rating	Visual impact assessment summary
9	Ossary Street, Mascot.	Publicly accessible streetscape.	Low	High	Moderate	The concept schemes would significantly impact the views from the streetscape in the short to medium term. However, the surrounding area has a 44m height control so any future development in the long term would significantly alter the view.
10	Coward Street, Mascot.	Publicly accessible shared use pathway / cycleway.	Low	High	Moderate	The concept schemes would moderately impact the views from the shared use pathway and cycleway in the short to medium term. However, the surrounding area has a 44m height control so any future development in the long term would significantly alter the view.
11	Nigel Love Bridge, Mascot.	Publicly accessible shared use pathway / cycleway.	Low	Moderate	Moderate / Low	The concept schemes would moderately impact the views from the shared use pathway and cycleway in the short to medium term. However, the surrounding area has a 44m height control so any future development in the long term would significantly alter the view and screen the proposed development from the west.
12	Qantas Drive, Mascot.	Publicly accessible (from motor vehicle) roadway.	Moderate	Moderate	Moderate	The impact of the concept schemes would be moderate given the introduction of the scale and height along Qantas Drive. The retention of the existing established vegetation within the project site along the southern boundary would screen the lower portion of the new buildings. The introduction of the significant artwork facades would be an improvement to the view and presence along Qantas Drive.
13	Sydney Domestic Airport Terminal 3 (Qantas) Gate 6	Publicly accessible privately managed space.	Negligible	Negligible	Negligible	The impact of the concept schemes would be negligible given the concept schemes would be effectively screened by the existing builtform of the Qantas Hangers.
14	Qantas Drive shared-use pathway (southern side of Qantas Drive), Mascot.	Publicly accessible streetscape.	Moderate	Moderate	Moderate	The impact of the concept schemes would be moderate given the introduction of the scale and height along Qantas Drive. The retention of the existing established vegetation within the project site along the southern boundary would screen the lower portion of the new buildings. The introduction of the significant artwork facades would be an improvement to the view and presence along Qantas Drive.
15	Travelodge Hotel Sydney Airport, Mascot.	Private short-term accommodation.	Low	Moderate	Moderate / Low	The concept schemes will impact the views from the existing hotel and commercial building in the short term. The introduction of the significant artwork facades would be an improvement to the view and presence along Qantas Drive. However, the adjacent site to the west is zoned 'general industrial' with a 44m height control that, when developed, will obstruct all views to the concept schemes from the Travelodge Hotel Sydney Airport / commercial offices.

Table 19: Visual impact assessment summary table.



Summary

The effects of the future redevelopment of the site as outlined within the concept schemes would include impacts to a mix of distant and close views, particularly from the north and west. The existing structures to the east within the Mascot urban centre built to the height control 44m effectively screen the project site from the east. Area surrounding the project site is zoned as ‘productivity support’ and ‘general industrial’ and has a 44m height control. Any future development within these areas would effectively screen the concept schemes in the long term, particularly from the north and west.

The concept schemes for 2:1 FSR and 1.2:1 FSR do not result in differing impacts to the views as the height and bulk are not substantially different. The differences between the two schemes include the location of vehicle access ramps and loading docks.

The visual impacts of the concept schemes would be **moderate** in the short to medium term, but not substantially different in scale and character from the surrounding existing builtform. The visual impacts of the concept schemes in the long term would be significantly reduced when the surrounding areas are developed to the 44m height control.

The inclusion of the significant artworks to the southern facade of the concept schemes would be an improvement to the view, particularly from the south and from along Qantas Drive and Sydney Gateway Road Project.

Mitigation measures

The following mitigation measures should be considered in the design of any future development for the project site:

- + Retention of existing trees and vegetation to the perimeter of the site to screen any future development and provide filtered views to the site. This includes the significant stand of native trees along the southeastern boundary, southern boundary and along the Coward Street frontage.
- + Articulation of the builtform so that it provides contrast and interest to the facade, particularly the northern facade along Coward Street.
- + Creation of a new public domain and frontage along Coward Street that defines the primary entry to the site for pedestrians and cyclists.
- + Locating active uses, such as cafes, active uses etc, along the Coward Street frontage to provide activation to the public domain and a built form at the pedestrian scale.
- + Locating noise producing uses, such as loading docks and heavy vehicle access ramps away from surrounding sensitive uses where possible.
- + Incorporation of planted landscape terraces / green infrastructure (such as green walls, roofs, terraces etc) within the structure to provide greening to the streetscape and builtform.

- + Incorporation of significant public artwork structures within the southern facades addressing Qantas Drive to form part of a broader suite of artworks addressing Qantas Drive and views from the south.
- + A central ‘green spine’ to allow for separation between structures and for natural ventilation and light into the site in addition to providing visual relief between the builtforms. This could also allow for a significant area of active and/or passive use for users of the site.
- + New landscape areas that allow for supplementary native tree plantings not just to the boundaries of the site. This should include a diverse species mix of environmentally and culturally important species that reflect the surrounding areas wetlands, grasslands, heathlands, scrub and dry sclerophyll forests.
- + Selection of materials and finishes that limit the amount of contrast and reflection with the surrounding landscapes.