

QANTAS GROUP FLIGHT TRAINING CENTRE

06 AUGUST 2019

LANDSCAPE & VISUAL IMPACT ASSESSMENT

SSDA RTS ADDENDUM

PREPARED FOR

Qantas Airways Ltd (Qantas)
10 Bourke Rd,
Mascot, NSW, 2020

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DOCUMENT HISTORY			
Revision	Date	Remarks	Authorised
1	31/07/19	For SSD Application RtS	ED
2	06/08/19	For SSD Application RtS	ED

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UPDATED LVIA PHOTOGRAPHS & VIEWS 1, 2, 5, 6, 9 & 10

ADDITIONAL VIEW: Viewpoint 12 - East from Corporate Connect Offices Level 7

VISUAL BASELINE CONDITIONS

Distance to main Project boundary - 0m

Visual Receptors:

Workers – Staff working with views from offices from level 7 to 11 on the western side this building.

Existing View

This is a local view from the Corporate Connect offices that are currently vacant on level 7. The view also represents the views from office workers on level 8, 9, 10 & 11 that overlooks the Site to the west & south-west.

This is a panoramic view with Botany Bay and aircraft flight paths visible in the distance. The majority of the foreground opens out to the south-west across the existing Casuarina glauca trees along the SWDC and the at grade northern carpark in the site. Beyond this, the view is largely characterised by large industrial sheds including aircraft carriers, Jetbase buildings (including two to be demolished), Qantas Catering, light industrial units along Chalmer Crescent, the Tri-generation plant and the Qantas HQ buildings

POTENTIAL VISUAL IMPACTS

Visibility Sensitivity

This is considered to be a medium value view from a busy office working environment which has been designed with glazed windows for workers to enjoy the views from outside whilst working. Due to its nature as a workplace it has a low susceptibility to change which means the view has a **low** sensitivity overall.

Construction

Central to the view, the construction works would take place and form prominent new disruptive activity in front of the offices. This would include removal of the trees closest to the view and a change from green tree canopies in the middle of the views to a construction site. Office workers would have less visibility of the Training Facility as this would be screened by the existing trees along the Drainage Channel, but they would experience the full construction of the carpark from beginning to end. As a result it is deemed that during construction this would form high magnitude

SENSITIVITY								SIGNIFI- CANCE OF EFFECT (CON- STRUC- TION)	MAGNITUDE OPERATION				SIGNIFI- CANCE OF EFFECT (OPERA- TION)
LOCATION	VALUE	SUSCEP- TIBILITY	OVERALL SENSITIV- ITY	SIZE/ SCALE OF CHANGE	GEOGRAPHI- CAL INFLU- ENCE	DURA- TION AND REVERS- IBILITY	OVER- ALL MAGNI- TUDE		SIZE / SCALE OF CHANGE	GEOGRAPH- ICAL INFLU- ENCE	DURA- TION AND REVERS- IBILITY	OVERALL MAGNI- TUDE	
	EFFECTS ON VIEWS												
VIEWPOINT 12 - COR- PORATE CONNECT	M	L	L	H	H	VH	H	MODERATE ADVERSE	H	H	VL	H	MODERATE ADVERSE

of change, which would result in a **moderate adverse** significance of effect.

Operation

The northern elevation of the carpark is in full view from the Corporate Connect offices; it forms a large new prominent building, centre to the view and blocks some of the distant views beyond to the city suburbs.

The carpark is a tall building and once complete to the height of stage 2 would match the Corporate Connect building height. The building would therefore effect all of the Corporate Connect office levels. Due to the close proximity of the development, and the scale and bulk of the multi-storey carpark, the building would dominate the view. However, with full consideration of the context of the view it is considered that the building largely integrates with the surrounding massing seen in each direction. The proposed greening to the carpark façade planters and the climbing plants on the top of the buildings over a shade pergola would assist in softening some of the direct views to the building. The disc facade detailing also add some visual interest. At operation the scale of change remains the same and the magnitude of change is still determined as high with an overall **moderate adverse** significance of effect.

Viewpoint 12: West From Goodman Connect Corporate

Taken: 29/07/19 11:05am

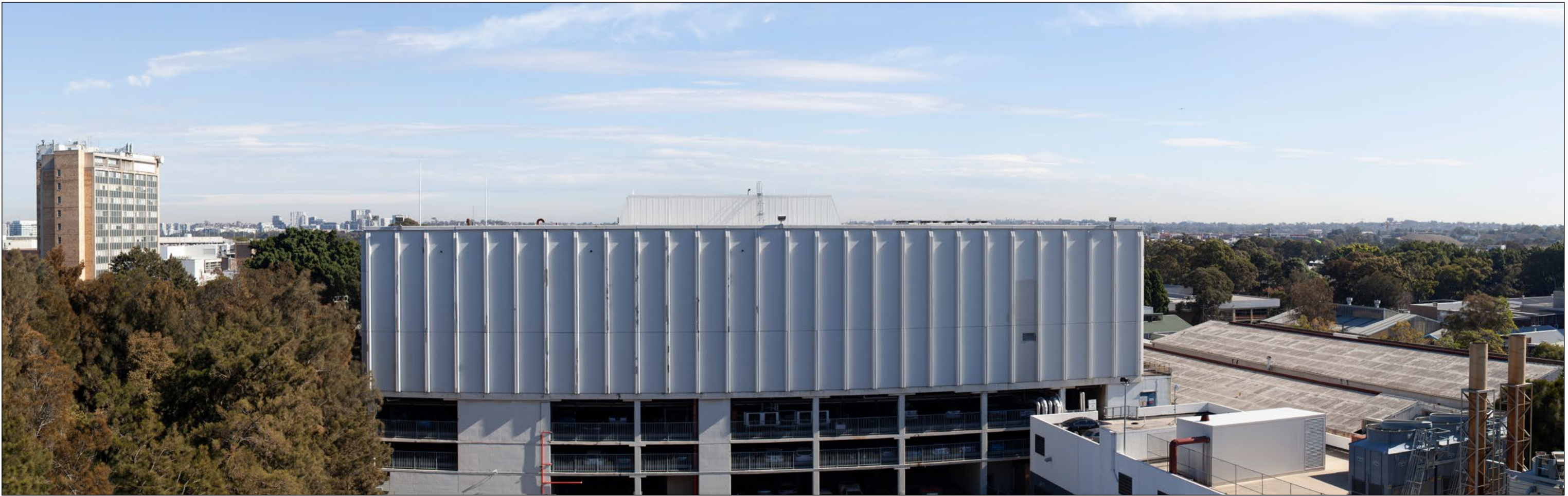
Camera: Canon 5D MK II

Lens: Canon 50mm Lens f/1.2

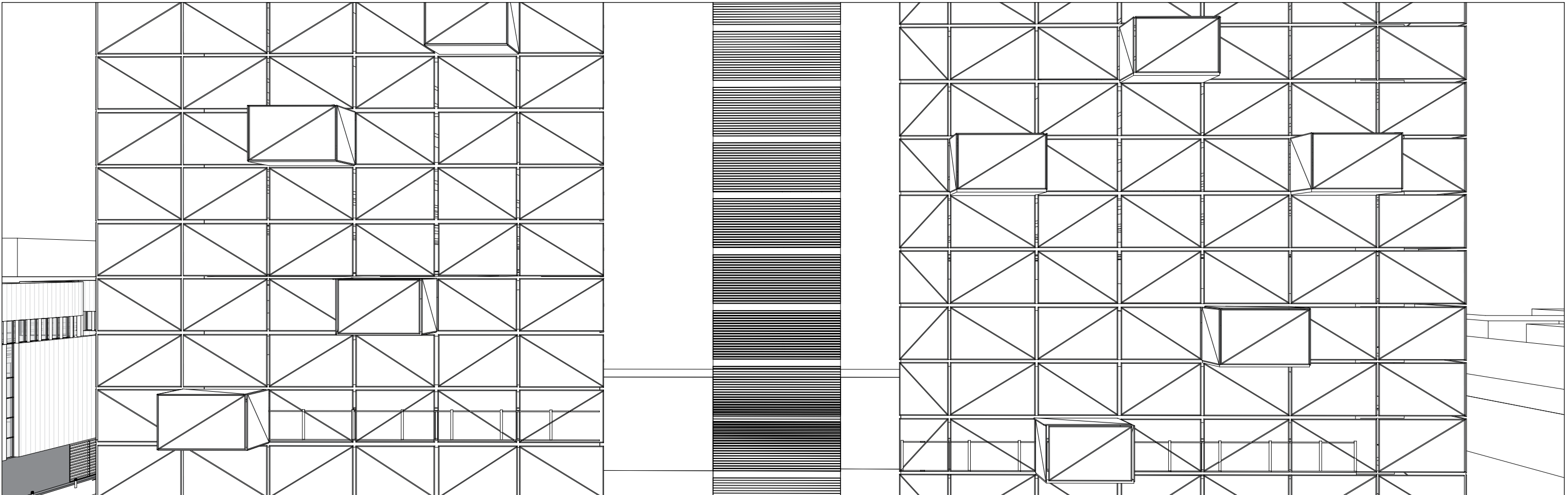
Location: 247SW: 33.55.35S, 151.11.9E

Height (above ground): Level 7 + 1.65m

Distance from Site: 0m



EXISTING VIEW



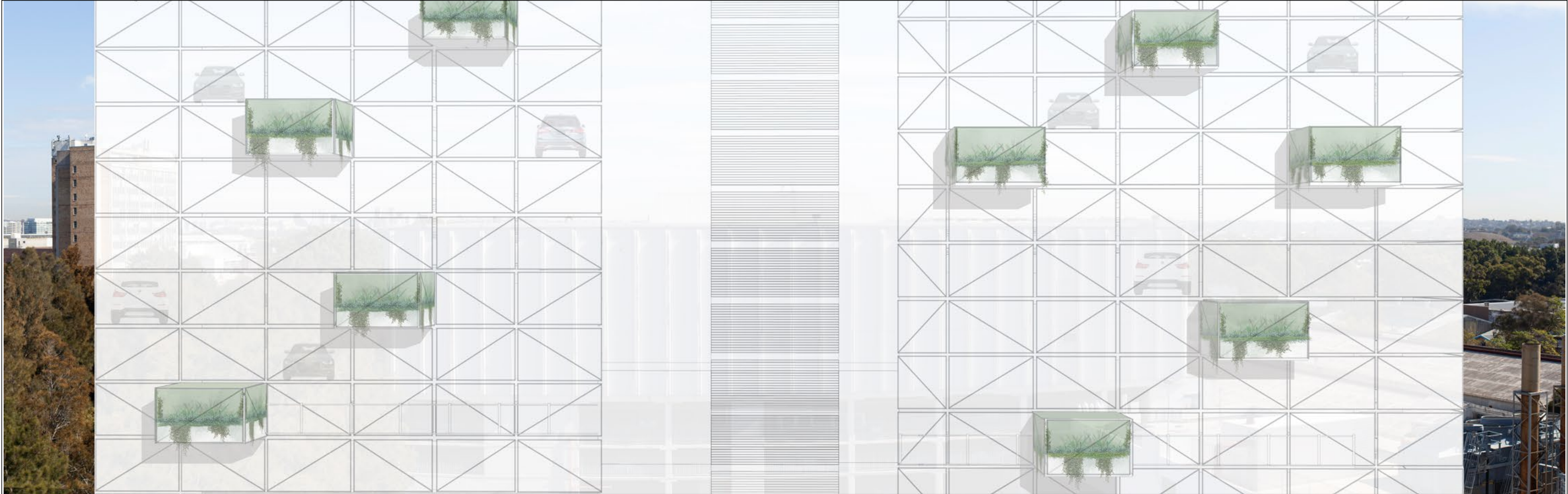
WIREFRAME VIEW



PHOTOMONTAGE VIEW



LOCATION PLAN



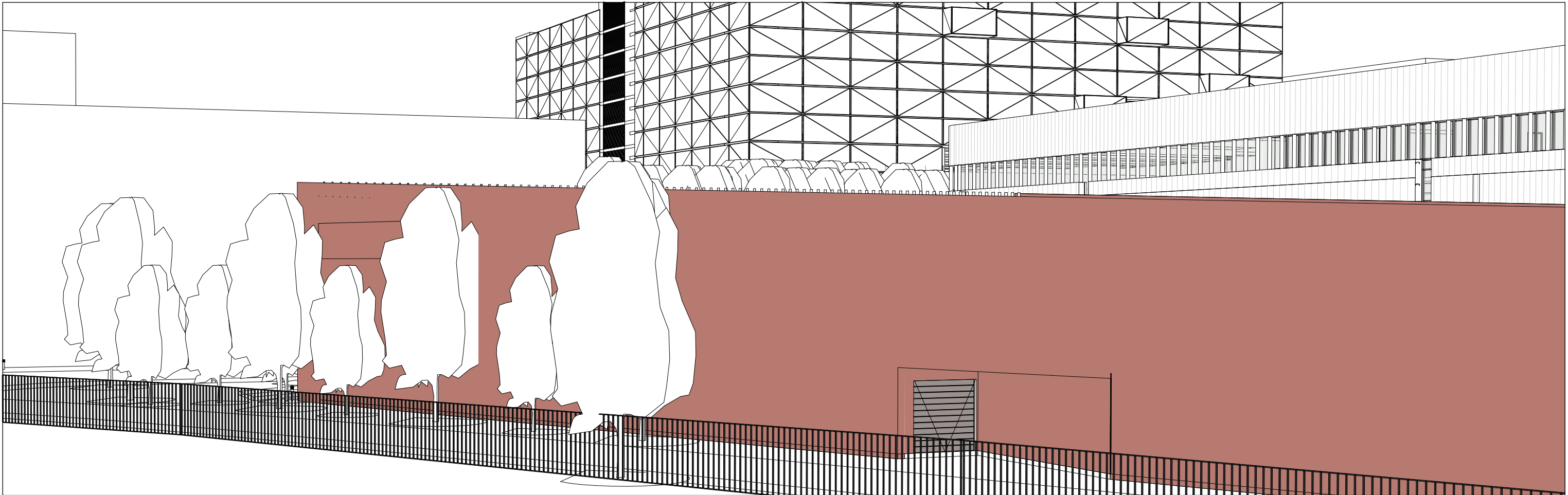
PHOTOMONTAGE VIEW WITH PLANTING
FOR ILLUSTRATIVE PURPOSES ONLY



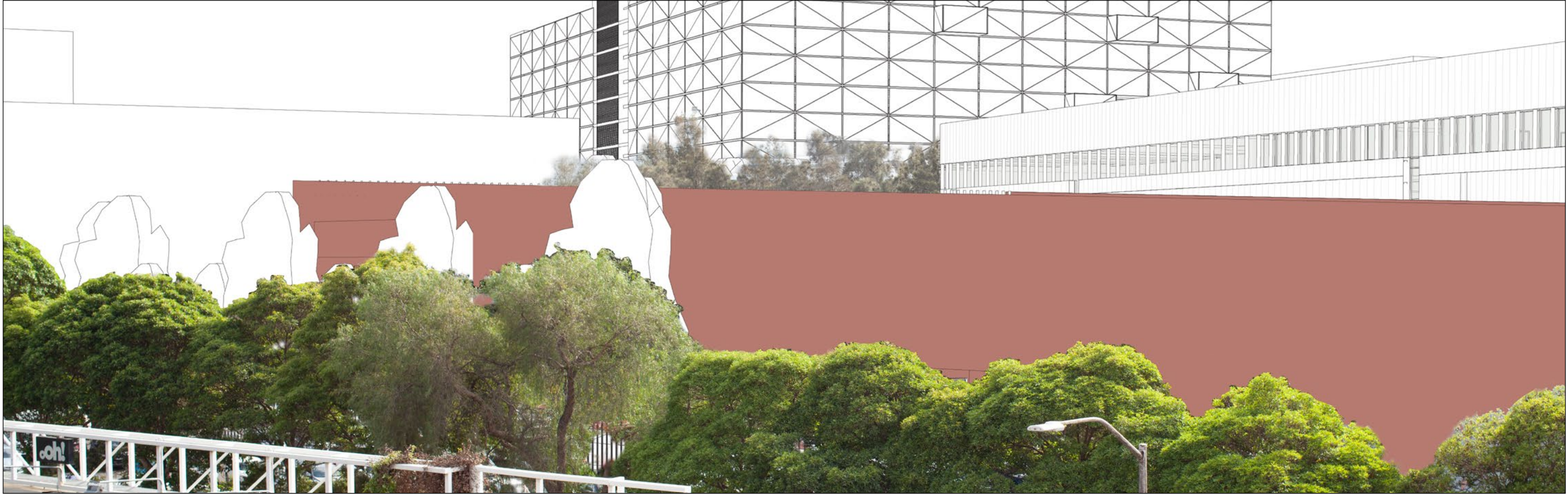
LOCATION PLAN



EXISTING VIEW



WIREFRAME VIEW



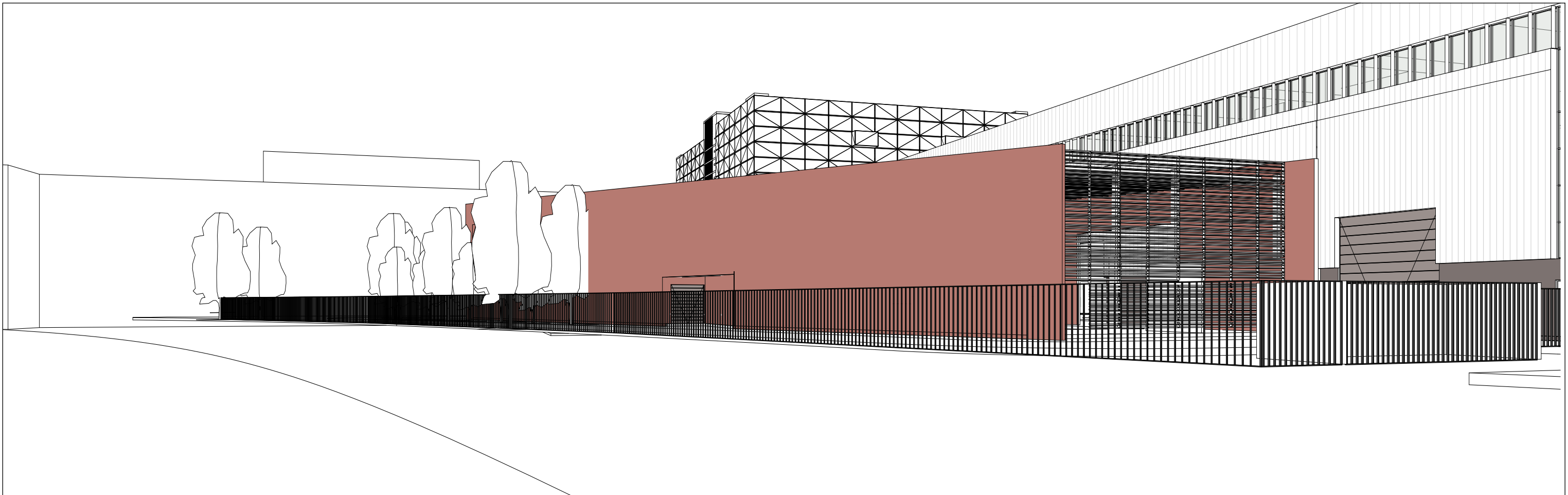
PHOTOMONTAGE VIEW



LOCATION PLAN



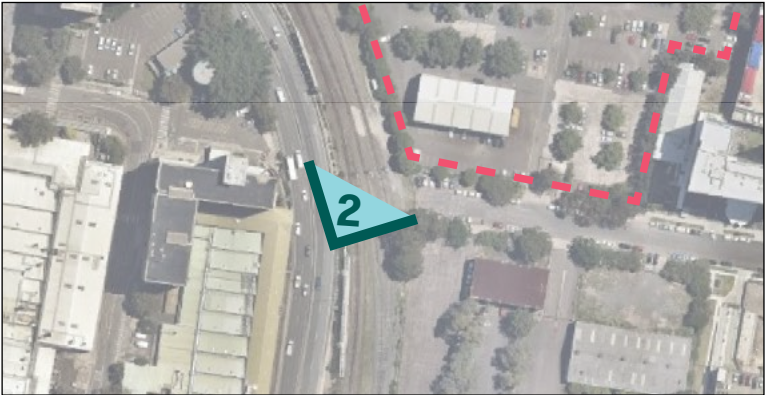
EXISTING VIEW



WIREFRAME VIEW



PHOTOMONTAGE VIEW



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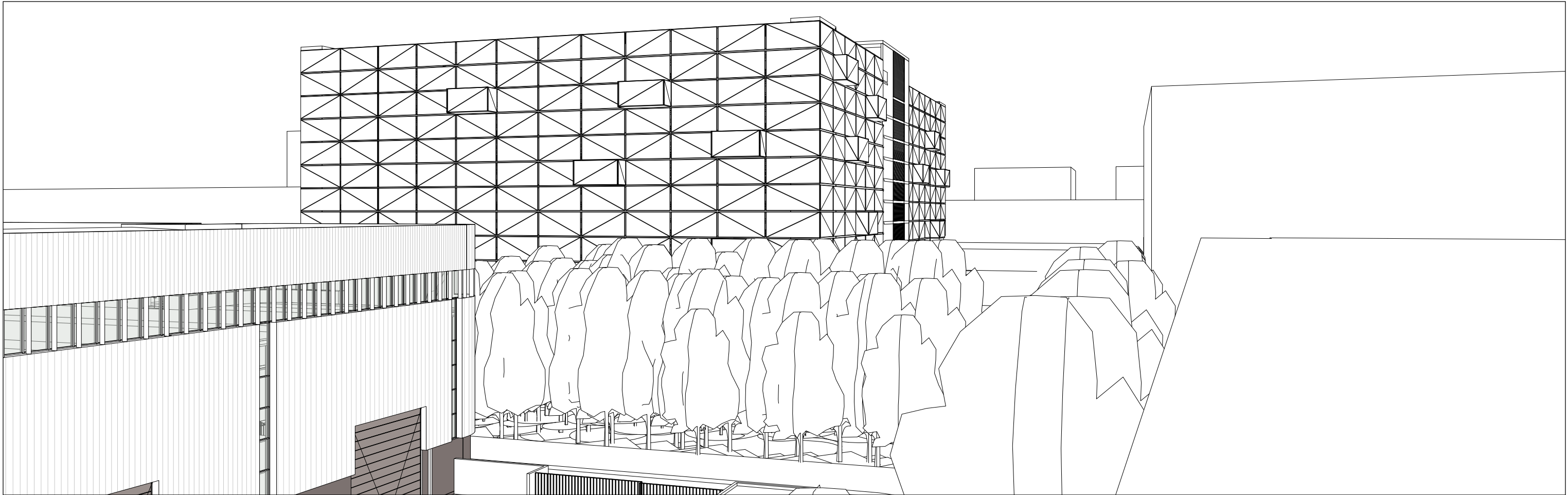


Viewpoint 2: North-East From Qantas Dr

Reference No.	Discipline	Drawing No.	Rev.
20180199	LD	DA04	2



EXISTING VIEW



WIREFRAME VIEW



PHOTOMONTAGE VIEW



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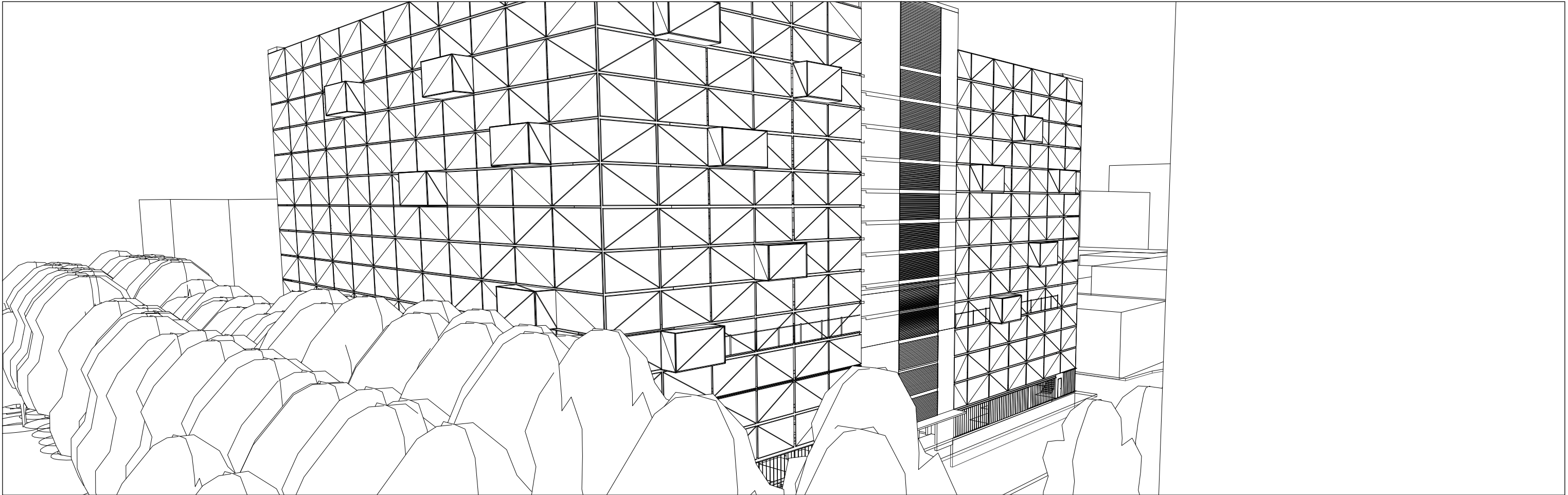


Viewpoint 5: North-West From Travelodge

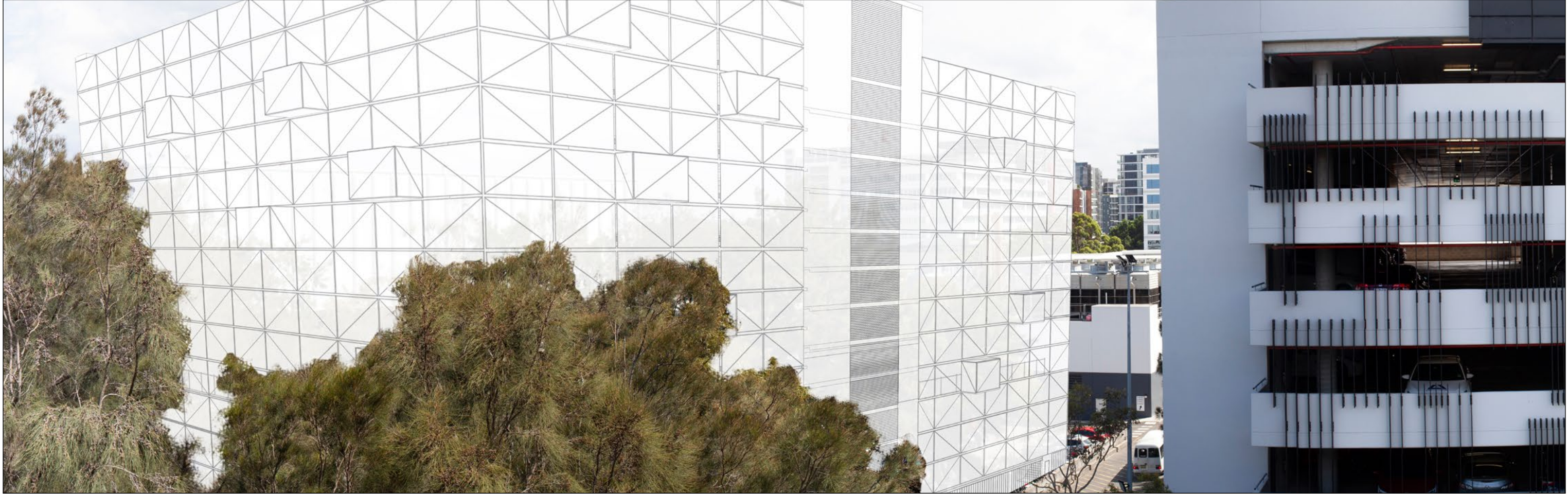
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20180199	LD	DA10	2



EXISTING VIEW



WIREFRAME VIEW



PHOTOMONTAGE VIEW



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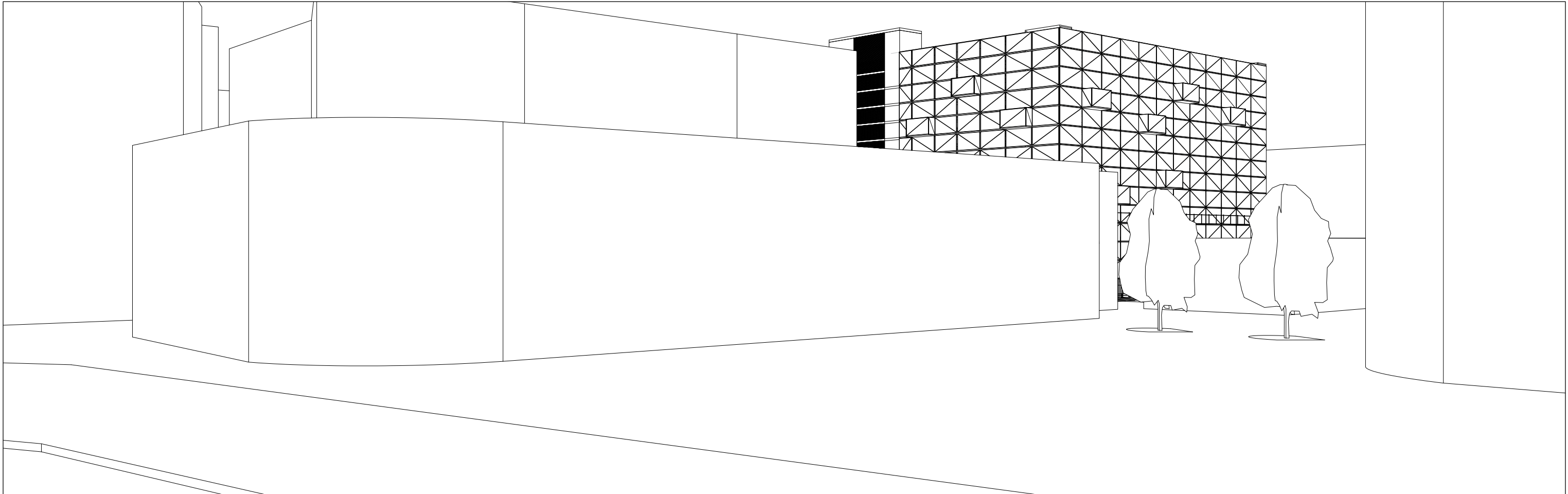


Viewpoint 6: North-West From Wilson Carpark

Reference No.	Discipline	Drawing No.	Rev.
20180199	LD	DA12	2



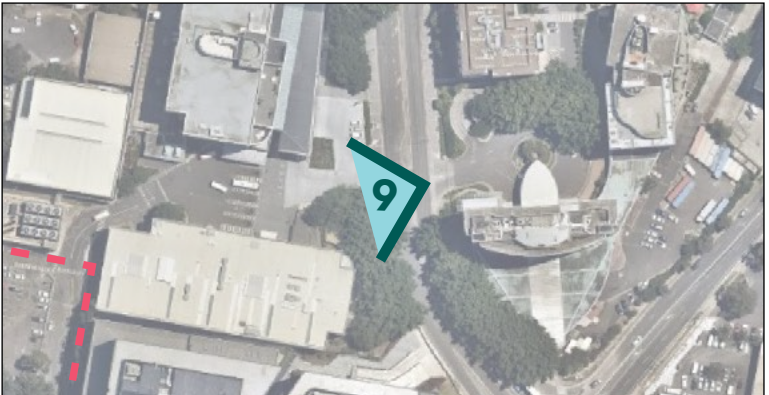
EXISTING VIEW



WIREFRAME VIEW



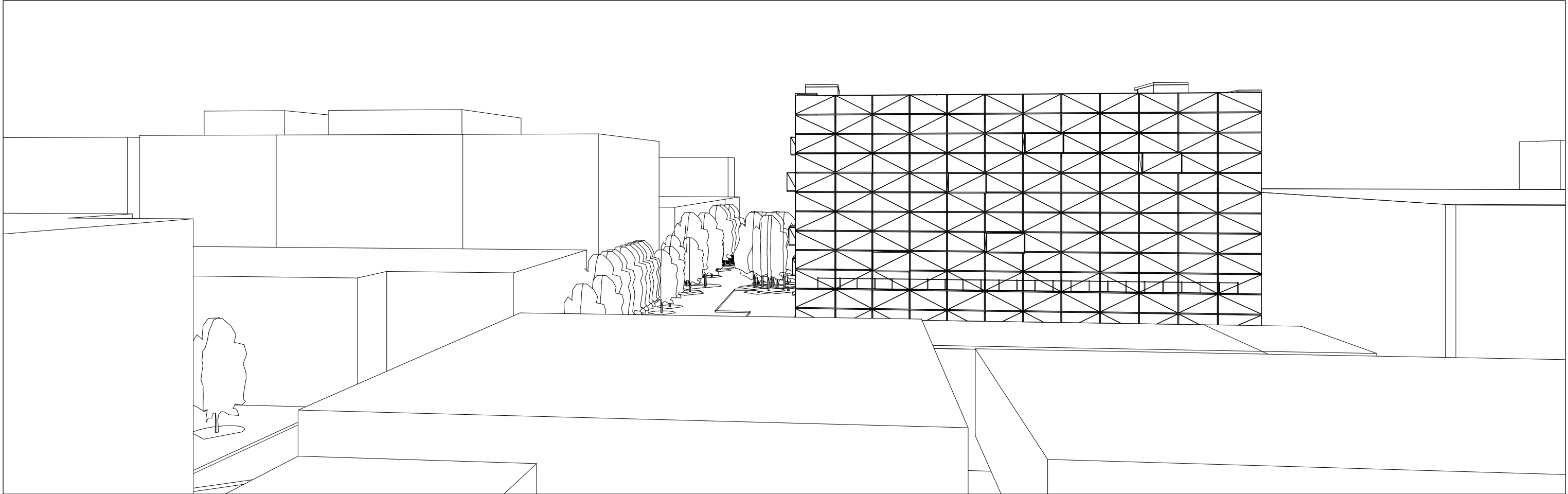
PHOTOMONTAGE VIEW



LOCATION PLAN



EXISTING VIEW



WIREFRAME VIEW



PHOTOMONTAGE VIEW



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Viewpoint 10: South From Qantas Corporate

Reference No.	Discipline	Drawing No.	Rev.
20180199	LD	DA20	2

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