

1 April 2019

The Assessing Officer
NSW Department of Planning and Environment

HERITAGE IMPACT STATEMENT - QANTAS FLIGHT TRAINING CENTRE, 297 KING STREET, MASCOT NSW 2020

Urbis has been commissioned by Qantas Airways Ltd (Qantas) to prepare this report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the SSD 10154 for the development of a new flight training centre at 297 King Street, Mascot.

The SEARs for the SSD state that the Environmental Impact Statement (EIS) prepared for the project must address "*Heritage – including consideration of heritage items within the vicinity of the site and any potential heritage impacts associated with the development.*"

This HIS has therefore been prepared to address the draft SEARs requirements.

1. SITE DESCRIPTION

The site is located at 297 King Street, Mascot and comprises land known as Lots 2 & 4 DP 234489, Lot 1 DP 202747, Lot B DP 164829 and Lot 133 DP 659434. The site is identified in Figure 1.

Key features of the site are as follows:

- The site is approximately 5.417ha and is an irregular shape. It is approximately 240m in length and maintains a variable width of between approximately 321m in the northern portion of the site and approximately 93m along the King Street frontage.
- The site possesses a relatively level slope across the site. An open Sydney Water drainage channel bisects the northern portion of the site in an east-west direction. There are some isolated changes in level immediately adjacent to this channel. A Site Survey Plan accompanies the application which details the topographic characteristics of the site.
- Multiple mature Plane Trees are scattered throughout the site. A variety of native and exotic trees and vegetation also exist around the perimeter of the site which help screen the site from surrounding uses.
- Site improvements include at-grade car parking for Qantas staff, an industrial shed to store spare aviation parts, a substation, a disused gatehouse, a Sydney Water Asset with two driveways over it, the Qantas catering facility and Qantas tri-generation plant.

- The site forms part of a larger land holding under the ownership of Qantas that generally extends between Qantas Drive to the west, Ewan Street to the south, Coward Street to the north, with the Qantas “Corporate Campus” fronting Bourke Road.
- Vehicular access to the site from the local road network is available from King Street. The site has intra-campus connections along the northern boundary in the form of two connecting driveways in the north-eastern and north-western corner of the site along the northern boundary which link it to the broader Mascot Campus.
- The site is located within the Bayside LGA.

Key features of the locality are:

- **North:** The site is bounded to the north low scale industrial development, beyond which is Coward Street. Further north of the site is the Mascot Town Centre which is characterised by transport-oriented development including high density mixed-use development focussed around the Mascot Train Station.
- **East:** The site is bordered to the east by commercial development including a newly completed Travelodge hotel which includes a commercial car park. Additional commercial development to the east includes the Ibis Hotel and Pullman Sydney Airport fronting O’Riordan Street.
- **South:** The site is bounded to the south by King Street, beyond which is Qantas owned at-grade car parking and other industrial uses. Further south is the Botany Freight Rail Line and Qantas Drive beyond which is the Domestic Terminal at Sydney Airport.
- **West:** The site is bordered to the west by the Botany Freight Rail Line and Qantas Drive, beyond which lies Sydney Kingsford Smith Airport and the Qantas Jetbase (location of the current Flight Training Centre).

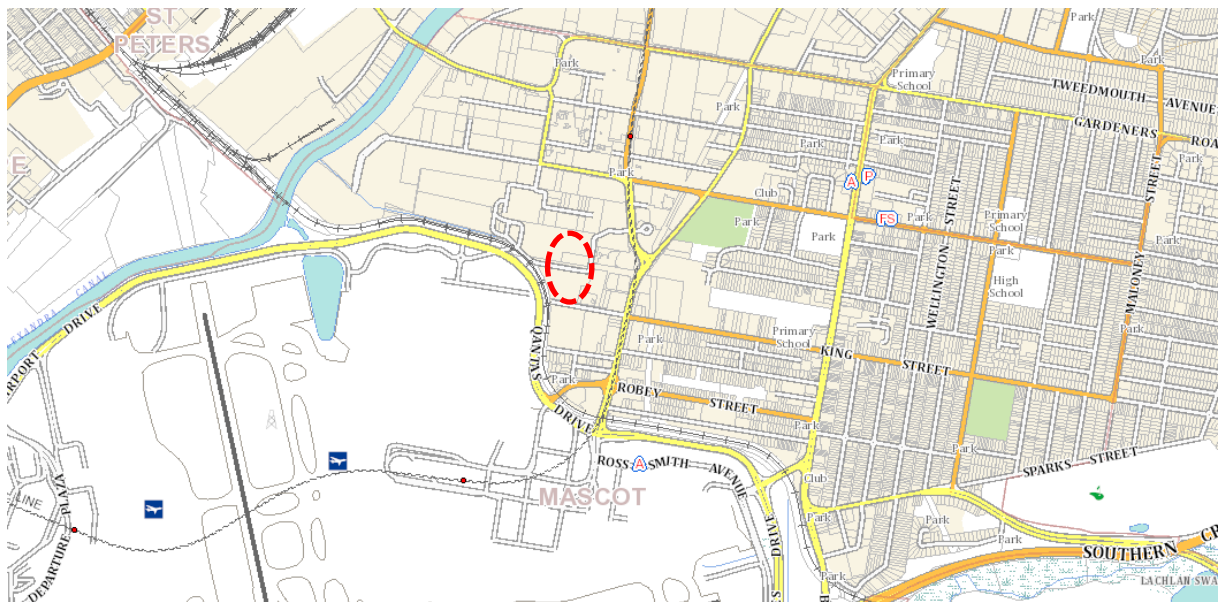


Figure 1 – Locality Map (approximate location of subject site shown in red)

Source: SIX Maps 2019

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The subject site is not a listed heritage item and it is not located within a heritage conservation area. Part of the Sydney Airport, which is adjacent to the subject site to the immediate west, is identified as a listed heritage item under the *Botany Bay Local Environmental Plan 2013*, as;

- Other heritage items in the broader locale include dwelling houses and the Mascot Public school to the east of O’Riordan Street. Refer to the heritage map below regarding the location of heritage items in respect of the subject site.

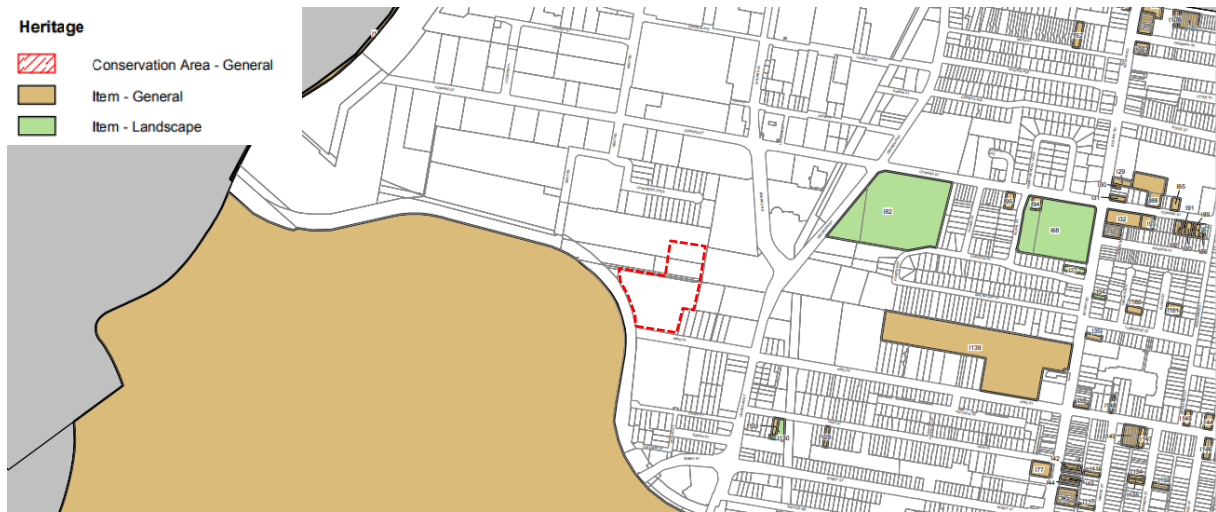


Figure 3 – Extract of heritage map, with portion of the subject site subject to the proposal outlined in red

Source: Botany Bay LEP 2013, Heritage Map HER_001

3. HISTORICAL OVERVIEW

Following European occupation of the Mascot area, the site of the subject property was cultivated for agricultural purposes. The 1943 historic aerial (see below at Figure 4) confirms that the subject site contained a house, associated garden, and what appears to be a group of farm outbuildings. To the rear of the house, there is a large area of patchwork fields. The alignment of King Street was extant at this time.

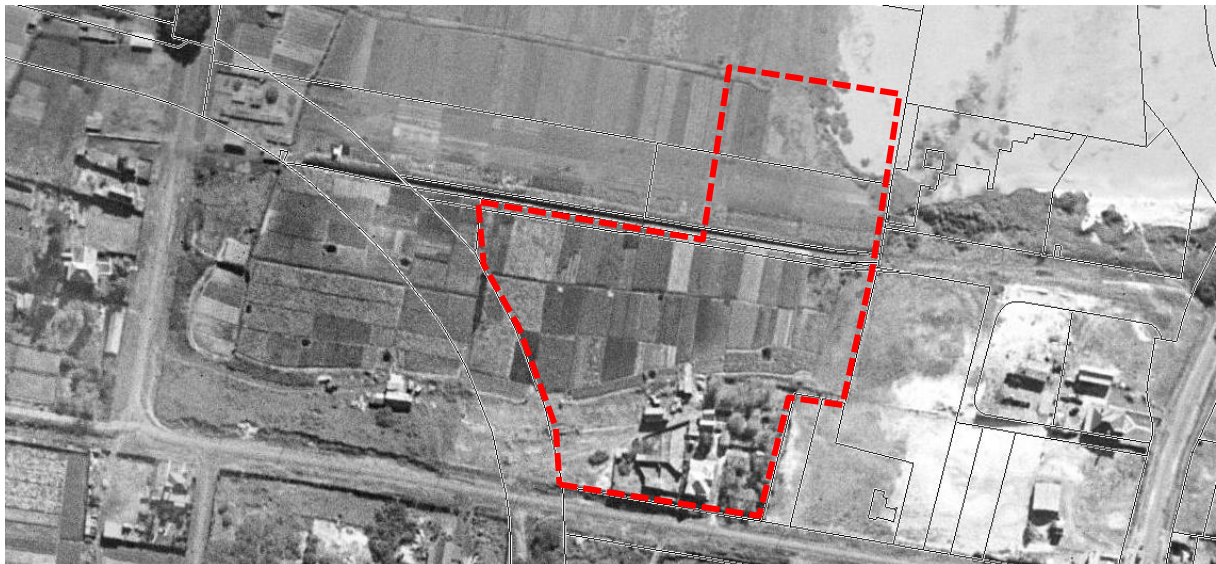


Figure 4 – Extract of 1943 historical aerial (with portion of the subject site subject to the proposal outlined in red)

Source: SIX Maps 2019

By 1975 (see below historical aerial at Figure 5) the adjacent Sydney Airport had been expanded to the current land holding present today, and the eastern portion of King Street was amalgamated into the airport holding. The 1975 aerial confirms that by this time, Qantas Drive had been constructed, and the farm buildings, dwelling and paddocks on the subject site had all been replaced with industrial development. The aerial shows only the southern portion of the subject site, and confirms that by 1975 there were a number of industrial warehouses located on the site as well as a large area of hardstand. All historic improvements associated with the former farming use had been removed.

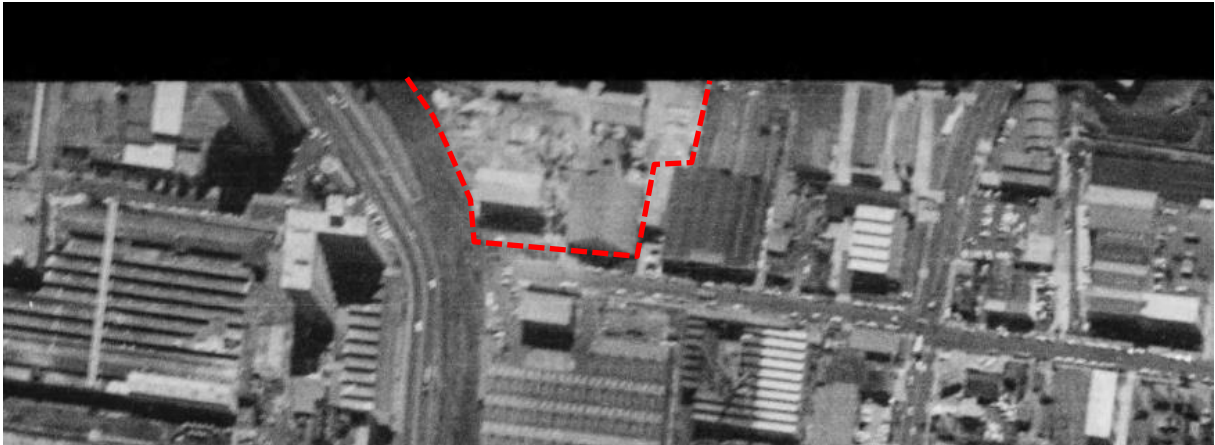


Figure 5 – Extract of 1975 historical aerial (with visible southern portion of the subject site subject to the proposal outlined in red)

Source: NSW Land and Property Information

In more recent years, some warehouse buildings have been removed and the site redeveloped with bitumen paved car parking to service the Qantas catering distribution centre.

4. HERITAGE SIGNIFICANCE

4.1. ASSESSMENT OF THE SUBJECT SITE

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

4.2. VICINITY HERITAGE ITEMS

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

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

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

5. THE PROPOSAL

Safety is Qantas' first priority. The flight training centre is a key pillar of this value. The facility enables pilots and flight crews to undertake periodic testing to meet regulatory requirements by simulating both aircraft and emergency procedural environments. The Project seeks consent for the construction and operation of a new flight training centre, and associated ancillary uses including a multi-deck car park. The Project is comprised of the following uses:

Flight Training Centre

The proposed flight training centre will occupy the southern portion of the site. It is a building that comprises 4 core elements as follows:

- An emergency procedures hall that contains;
 - cabin evacuation emergency trainers,
 - an evacuation training pool,
 - door trainers,
 - fire trainers
 - slide descent towers,
 - security room,
 - aviation medicine training and equipment rooms.
- A flight training centre that contains:
 - a flight training hall with 14 bays that will house aircraft simulators,
 - integrated procedures training rooms, computer rooms, a maintenance workshop, storerooms, multiple de-briefing and briefing rooms, pilot's lounge and a shared lounge.
- Teaching Space that contains
 - training rooms,
 - classrooms and two computer based exam rooms.

¹ <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5063218>

- Office Space
 - Office space for staff and associated shared amenities including multiple small, medium and large meeting rooms, think tank rooms, informal meeting spaces, a video room and lunch/tea room.
- Ancillary spaces including the reception area at the ground floor, toilets, roof plant and vertical circulation. The external ground floor layout will include a loading dock, at-grade car parking for approximately 35 spaces and a bus drop-off zone at the northern site boundary.

Car Park

The proposed multi-deck car park will be located to the north-east of the flight training centre and adjacent the existing Qantas catering facility and tri-generation plant. Vehicle access to the car park will be provided via King Street, Kent Road and from Qantas Drive via the existing catering bridge. The following images prepared by Noxongiffen Architects shows the proposal in plan and render formats.

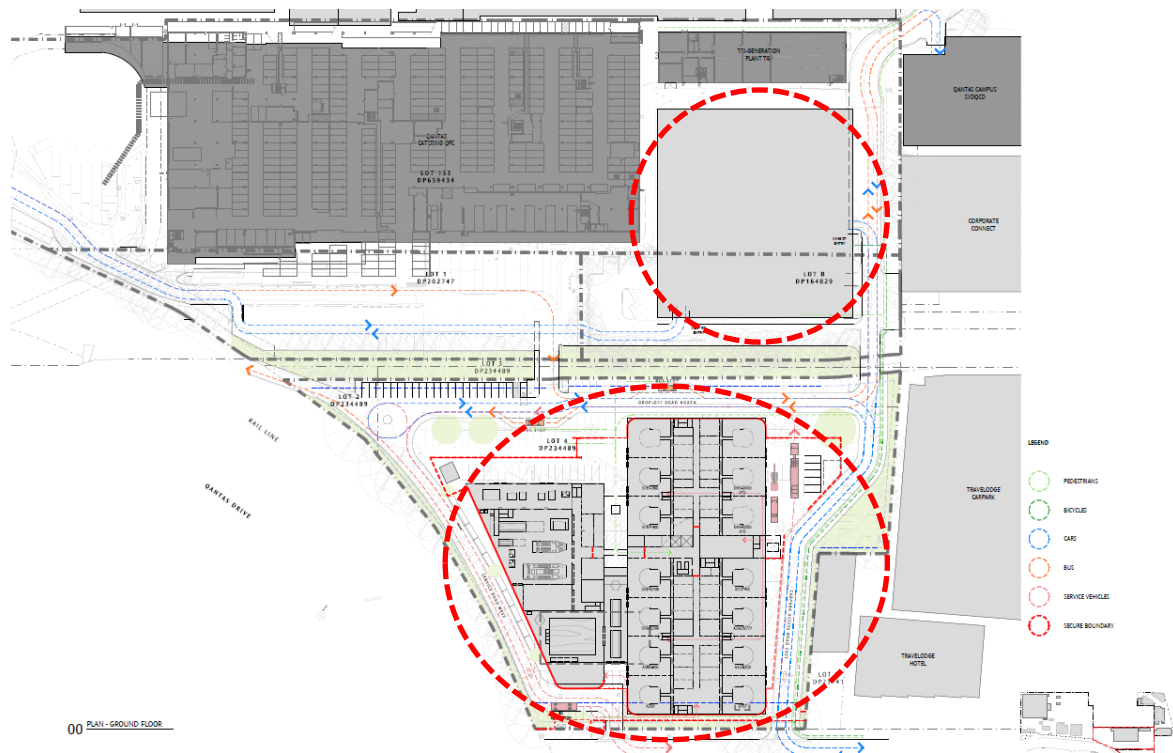


Figure 6 – Extract of proposal – site plan with proposed works circled in red

Source: Noxon Giffen Architects 2019

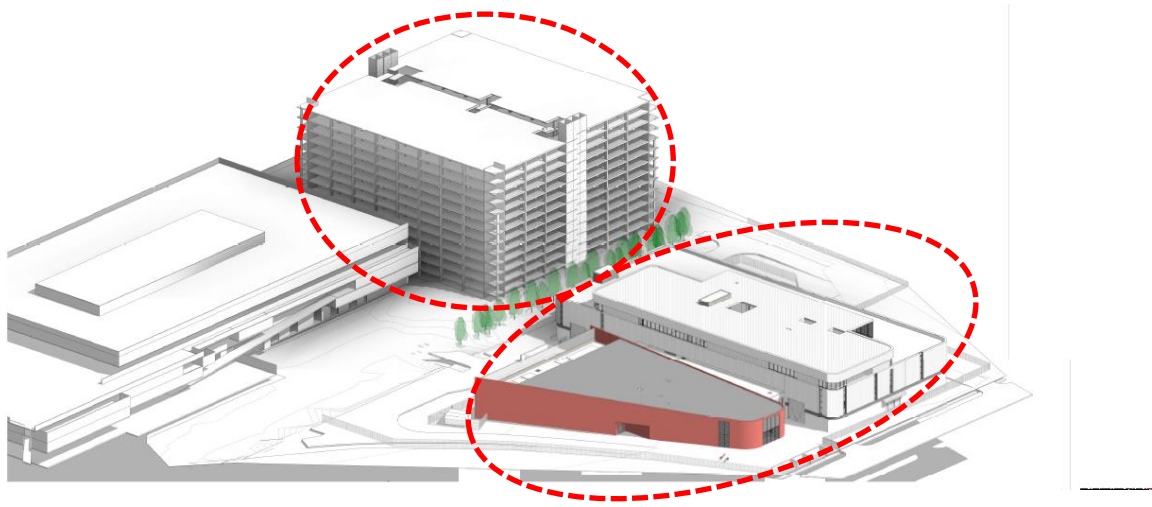


Figure 7 – Extract of proposal – render

Source: Noxon Giffen Architects 2019

6. IMPACT ASSESSMENT

The proposed works as outlined in this letter have been assessed with regard to their potential heritage impact. The proposed works are considered acceptable from a heritage perspective and will not have any adverse heritage impacts for the following reasons:

- The subject site has been assessed herein to not meet the threshold for heritage listing and has no identified heritage significance. The existing structures on the subject site date from the late twentieth century and contains basic service and storage warehousing facilities of no heritage significance. The existing structures on the site are not required to be retained on heritage grounds and may be removed.
- The closest heritage item to the subject site is the Sydney Airport group, located to the south-west of the subject site on the opposite side of Qantas Drive. This heritage item is significant for its use and associations and not for any physical structures of close proximity to the subject site. The proposed works are proposed as an extension to the airport-related uses of this precinct and will provide training facilities which complement the significant aviation use of the immediate locality. The proposed works are therefore responding to the significant aviation use of the Mascot area and providing facilities which ensure the continuation of this use into the future.
- There is no significant visual relationship with the airport heritage item from the subject property. Further, there are additional aviation-related structures and offices which visually separate the subject site from outward views from within the airport itself. The proposed works will increase the scale of development on the immediate subject site, however given the densified nature of surrounding development including aviation uses, tourism uses and high-density residential precincts, the proposed works are not considered to have any detrimental impact on the airport heritage item due to its bulk or scale.
- There are no other heritage items within the immediate vicinity of the subject property, and therefore all remaining heritage items are substantially visually and physically separated from the proposed works and there are no heritage impacts.

Overall the proposed works are considered to be acceptable from a heritage perspective and complement and enhance the aviation character of the immediate area in relation to the Sydney Airport heritage item. The proposed works are therefore recommended for approval from a heritage perspective.

This report has not considered potential moveable heritage items which may be stored within existing structures on the subject site. Prior to demolition, any identified significant movable objects should be documented and stored in another secure area, for example Qantas archives.

Yours sincerely,

A handwritten signature in blue ink, reading "Ashleigh Persian". The signature is fluid and cursive, with the first name "Ashleigh" written in a larger, more prominent script than the last name "Persian".

Ashleigh Persian
Senior Heritage Consultant