

## 6 ENVIRONMENTAL ASSESSMENT

The following environmental assessment addresses the matters identified in the Director General's Environmental Assessment Requirements for the project (see Appendix A).

### 6.1 Sydney Metropolitan and Subregional Strategies

The 2005 "Metropolitan Strategy City of Cities: A Plan for Sydney's Future" (the 'Metro' Strategy) is the State Government's strategy for the Greater Sydney Metropolitan Area. This is a broad policy document addressing the regional structure of Sydney. With regard to 'Global Sydney', within which Star City is located, the Metro Strategy (p23) identifies the following role:

*"The main focus for national and international business, professional services, specialized health and education precincts, specialized shops and tourism, it is also a recreation and entertainment destination for the Sydney region and has national and international significance".*

The proposed improvements to maintain a world class tourist offer at Star City are clearly consistent with this broad role.

However, given the broad scope of the Metro Strategy, various more detailed sub-regional strategies have recently been released, including the "Sydney City Draft Subregional Strategy" (the Draft Subregional Strategy). The Draft Subregional strategy identifies 5 key directions for the city:

- Reinforce global competitiveness and strengthen links to the regional economy.
- Ensure adequate capacity for new office and hotel developments.
- Plan for sustainable development of major urban renewal projects.
- Plan for Housing Choice.
- Develop an improved and increasingly integrated transport system that meets the subregion's multiple transport needs. (our emphasis)

Figure 8 – Sydney Draft Subregional Strategy



Picture 12 – Extract of Figure 3(p11) Sydney Draft Subregional Strategy

The first key direction identifies tourism as a globally competitive industry that should be boosted in the City. The second key direction identifies hotels as a 'crucial' aspect of the city's economy, and encourages opportunities for new hotels. Key Action No. SC A2.2.6 is to:

*"Promote key tourist and visitor destinations in the subregion, including future visitor accommodation and facilities".*

The overriding 'Key Directions' and 'Structure Plan' maps of the Draft Subregional Strategy identify Star City as one of only 19 'Metropolitan Attractors' in the subregion, and one of only three in Pyrmont-Ultimo - the other two being the Fish Markets and Wentworth Park Greyhound Track.

With regard to 'Economy and Employment' the Draft Subregional Strategy identifies Star City as one of only four 'Cultural/Recreational' industry concentrations.

The Draft Subregional strategy also identifies five specialized precincts, including the 'Pyrmont-Ultimo' Precinct, in relation to which it states:

*"The area has ... become an attractive location for visitor accommodation. It includes a number of cultural, visitor and entertainment facilities, including the Powerhouse and Maritime Museums, Star City Casino and Lyric Theatre as well as maritime activities and the associated retail and wholesale activities of the Fish Markets".*

The 'Key Assets and Drivers' of the Precinct are identified as:

- Concentration of multi-media firms.
- Entertainment and cultural precincts including Star City Casino and Sydney Fish Markets.

In summary, the Draft Subregional Strategy identifies Star City as a key asset and driver of Pyrmont-Ultimo, and of the tourism industry generally, which is identified as a globally competitive industry that should be boosted in the City. The Draft Regional Strategy also identifies the provision of additional hotel accommodation as crucial to the city's economy. The proposed enhancement of the casino, and provision of some 300 additional hotel rooms is therefore clearly consistent with both the Metro and Draft Subregional Strategies.

### 6.2 Relevant EPIs & Guidelines

#### 6.2.1 Environmental Planning and Assessment Act 1979

Part 3A of the Environmental Planning and Assessment Act 1979 (The EP&A Act) requires that major projects obtain approval from the Minister for Planning. Development is defined as a 'Major Project' to which Part 3A applies either by being identified within a State Environmental Planning Policy or by order of the Minister published in the Gazette. As indicated earlier, the Minister has formally declared the project a 'Major Project' (see Appendix A).

The Major Project approval process provides for the Minister for Planning to undertake a co-ordinated, whole of government assessment of the merits of a proposal that has significance to the State or region.

#### 6.2.2 Casino Control Act 1992

The Casino Control Act governs the operation of casinos in NSW. Its primary objects are:

- (a) ensuring that the management and operation of a casino remain free from criminal influence or exploitation;
- (b) ensuring that gaming in a casino is conducted honestly;
- (c) containing and controlling the potential of a casino to cause harm to the public interest and to individuals and families.

Clause 7(1) of the Casino Control Act 1992 provides that the Minister may, from time to time, issue directions to the Casino Control Authority regarding various matters relating to the Casino. The directions most relevant to this proposal are those relating to the number of gaming tables and also the number of gaming devices for which the Casino holds a licence to operate.

Clause 65 of the Casino Control Act 1992 provides that gaming may not be undertaken within the Casino unless the facilities provided relating to the conduct or monitoring of Casino operations are located in accordance with plans which are approved by the Casino Control Authority. This includes the location of gaming machines and tables. Assessment of the proposal against these provisions is not a matter for consideration under the EP&A Act, and will be addressed under a separate application for an amended gaming license.

### 6.2.3 State Environmental Planning Policy (Major Projects) 2005

Clause 6 of State Environmental Planning Policy (Major Projects) 2005 (SEPP Major Projects) specifies various criteria by which development may be defined as a 'Major Project'. Part of this clause states:

- (1) *Development that, in the opinion of the Minister, is development of a kind:*
- (a) *that is described in Schedule 1 or 2, or*
  - (b) *that is described in Schedule 3 as a project to which Part 3A of the Act applies, or*
  - (c) *to the extent that it is not otherwise described in Schedules 1-3, that is described in Schedule 5 is declared to be a project to which Part 3A of the Act applies.*

Clause 10 of Schedule 2 to the Major Projects SEPP describes development with a capital investment value of more than \$5 million on the sites identified on Map 9. The Switching Station site is listed within this clause at point (g), and is identified on Map 9. With a capital investment value of over \$169 million, this component of the development is clearly a major project, and was declared as such by the Minister on 4 September 2006.

With regard to the remainder of the scheme, Clause 17 to Schedule 1 of SEPP Major Projects includes:

#### **"Tourist, convention and entertainment facilities**

*Development for the purpose of tourist related facilities, major convention and exhibition facilities or multi-use entertainment facilities that:*

- (a) *has a capital investment value of more than \$100 million, or*
- (b) *employs 100 or more people, or*
- (c) *has a capital investment value of more than \$5 million and is located in an environmentally sensitive area of State significance".*

The project is clearly a 'tourist and entertainment' facility and has a value of over \$175 million.

The Minister was formally requested to declare the entire project as a Major Project on 18 April 2008 and did so on 30 June 2008. A copy of the declaration is included at **Appendix A**.

### 6.2.4 State Environmental Planning Policy 41 (Casino Entertainment Complex)

The objectives of the policy are:

- (a) *to promote the social and economic welfare of the State through the generation of employment and other long term economic benefits, and*
- (b) *to further the development of Sydney, in particular as a world class tourist destination, and*
- (c) *to improve and enhance the cultural and recreational facilities of Sydney for the people of New South Wales, and*
- (d) *to promote the orderly and economic use and development of land, in particular strategic land within the City of Sydney which is vested in the Crown, and*
- (e) *to promote the development of the City West precinct of Sydney,*

by enabling land, including the site specified by Ministerial direction under section 7 (1) of the Casino Control Act 1992 as the permissible location for a casino, to be developed for the purpose of a casino entertainment complex with the consent of the consent authority.

SEPP 41 applies specifically to the site and permits, and indeed requires its use for a casino or complementary development, despite the provisions of any other planning instrument. The proposed development is therefore permissible pursuant to SEPP 41. Complementary development is defined as:

*"development for any of the following purposes:*

**car and coach parking, community facilities, conference and convention centres, cultural and entertainment facilities, hotels, public recreation areas, public transport purposes and interchange facilities, restaurants, bars and cafes, retail shops, serviced apartments, sporting and recreation facilities (such as a health centre, gymnasium, swimming pool and tennis courts), theatres, and any other purposes that are ancillary to development for the purpose of a casino".**  
(our emphasis)

The proposed re-development of the casino will allow for better achievement of the above objects and the proposed uses all constitute 'casino' or 'complementary development', and are therefore permissible pursuant to SEPP 41.

### 6.2.5 State Environmental Planning Policy (Infrastructure)

SEPP Infrastructure provides a mechanism by which the Roads and Traffic Authority (RTA) is given the opportunity to comment on the impact of development proposals that meet certain criteria relating to potential traffic generation. The subject proposal will require this referral as it will result in:

- Increased gross floor area greater than 4,000m<sup>2</sup> of shops / commercial premises; and
- Car parking for more than 200 vehicles.

ARUP Consulting has already held preliminary discussions with the RTA, and advised of the key parking and vehicular access provisions of the proposal. The Department of Planning is required to refer the application to the RTA for formal comment.

### 6.2.6 State Environmental Planning Policy 55 (Remediation of Land)

This policy requires that consideration is given to the suitability of the site for the proposed development in terms of potential groundwater and/or soil contamination. While the switching station site is known to have been previously contaminated, it has been remediated. A limited Phase 1 Contamination Assessment prepared by Douglas Partners and a Contamination Revocation Notice (Section 35) provided for the site by the DECC are included at **Appendix L**. These demonstrate that the site is no longer contaminated.

### 6.2.7 State Environmental Planning Policy (Temporary Structures and Places of Public Entertainment) 2007

This policy provides that development consent is required to use a building as a place of public entertainment.

Under the SEPP, the following matters are to be taken into consideration prior to the granting of consent for a place of public entertainment:

- (a) *the maximum number of persons who should be permitted to be in the part of the building used as a place of public entertainment at any one time while entertainment is being provided and how that number should be monitored,*
- (b) *the principles for minimising crime risk set out in Part B of the Crime Prevention Guidelines,*
- (c) *any adverse impact on persons in the vicinity of any noise likely to be emitted as a result of the use of the building as a place of public entertainment and any proposed measures for limiting the impact,*
- (d) *whether the hours during which the building is used as a place of public entertainment should be limited,*
- (e) *any parking or traffic impacts likely to be caused as a result of the use of the building as a place of public entertainment,*
- (f) *whether the use is proposed to be carried out on land that comprises, or on which there is:*

- (i) *an item of environmental heritage that is listed on the State Heritage Register, or that is subject to an interim heritage order, under the Heritage Act 1977, or*
- (ii) *a place, building, work, tree, relic or Aboriginal object that is described as an item of environmental heritage or as a heritage item in another environmental planning instrument, or*
- (iii) *land identified as a heritage conservation area, an archaeological site or a place of Aboriginal heritage significance in another environmental planning instrument.*

These matters are addressed broadly throughout this report, and will be fully addressed in future applications for the use of specific tenancies/premises as places of public entertainment, particularly in terms of patron numbers and technical BCA assessments.

#### 6.2.8 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The site is not zoned under this plan, but is identified as being within the "Foreshores and Waterways Area". The proposed development is not of a type listed at Schedule 2 that requires referral to the Foreshores and Waterways Planning and Development Advisory Committee.

The relevant matters for consideration provided at Division 2 of the Plan are as follows:

##### *"Foreshore and waterways scenic quality"*

*The matters to be taken into consideration in relation to the maintenance, protection and enhancement of the scenic quality of foreshores and waterways are as follows:*

- (a) *the scale, form, design and siting of any building should be based on an analysis of:*
  - (i) *the land on which it is to be erected, and*
  - (ii) *the adjoining land, and*
  - (iii) *the likely future character of the locality,*
- (b) *development should maintain, protect and enhance the unique visual qualities of Sydney Harbour and its islands, foreshores and tributaries,*
- (c) *the cumulative impact of water-based development should not detract from the character of the waterways and adjoining foreshores.*

*Maintenance, protection and enhancement of views*

*The matters to be taken into consideration in relation to the maintenance, protection and enhancement of views are as follows:*

- (a) *development should maintain, protect and enhance views (including night views) to and from Sydney Harbour,*
- (b) *development should minimise any adverse impacts on views and vistas to and from public places, landmarks and heritage items,*
- (c) *the cumulative impact of development on views should be minimised"*

These matters are specifically addressed in relation to 'Visual Impact' at Section 6.7.

The DCP accompanying the SREP provides planning guidelines with respect to ecological and landscape considerations and also has regard to development types – water-based/interface development and land-based development. The DCP Map indicates that the site is opposite an area identified as Grassland and has no specified landscape character or specified landmark buildings that would be affected by the proposal.

The following guidelines for land-based development are relevant to this proposal:

##### *"Siting of Buildings and Structures"*

- *Buildings should address the waterway;*
- *Buildings should not obstruct views and vistas from public places to the waterway;*
- *Buildings should not obstruct views of landmarks and features identified on the maps accompanying the DCP*

##### **Built Form**

- *Buildings and other structures should generally be of sympathetic design to their surroundings; well designed contrasts will be considered where they enhance the scene.*
- *Where would be of contrasting scale or design to existing buildings, care will be needed to ensure that this contrast would enhance the setting;*
- *Bright lighting and especially floodlighting which reflects on the water, can cause problems with night navigation and should be avoided. External lights should be directed downwards, away from the water. AS/NZ1158.3:1999 and AS4282:1997 should be observed.*
- *Use of reflective materials is minimised and the relevant provisions of the BCA are satisfied;*
- *The cumulative impact of development along the foreshore is considered having regard to preserving views of special natural features, landmarks or heritage items."*

As detailed throughout this assessment, and specifically in the visual impact assessment at Section 6.7, the proposed built form has been designed to more positively address Sydney Harbour and will not interrupt any significant view corridors or vistas to or from the harbour, or obstruct views to any identified landmarks or features. The proposal has been designed in sympathy to the scale, form, design and siting of surrounding buildings, including various heritage items, and will enhance the visual qualities of the harbour foreshore.

The lighting and video panels proposed on the Pirrama Road frontage will be oriented to the immediate proximity of Pirrama Road. With the exception of a narrow corridor up Pyrmont Bay, this low level lighting will be obstructed from the Harbour by the Buildings at Darling Harbour Wharf 10. However, an external lighting management plan will be submitted for separate approval. This management plan will ensure that no bright lighting that could interfere with night navigation will be oriented directly along the alignment of Pyrmont Bay.

#### 6.2.9 Draft State Environmental Planning Policy No 66 - Integrating Land Use and Transport (SEPP 66)

Draft SEPP 66 aims to ensure that the urban structure, building forms, land use locations, development designs and street layouts meet a number of objectives related to the integration of land use and transport to moderate car use and promote alternative forms of transport.

The site has excellent access for pedestrians, cyclists and public transport. Although prepared prior to the draft instrument, the earlier Master Plan for the site incorporates the aims, objectives and requirements of Draft SEPP 66. Furthermore, the utility, amenity and accessibility of the existing bus / light rail transport interchange within the site will be improved as a result of the proposal.

#### 6.2.10 Sydney Local Environmental Plan 2005

Sydney Local Environmental Plan 2005 (SLEP 2005) is the principal planning instrument applicable to the site and Part 3 of this instrument contains the planning and development principles for the Ultimo-Pyrmont precinct. On 9 December 2005, the provisions that previously related to the land under Sydney Regional Environmental Plan 26 (City West) (SREP 26) were incorporated into SLEP 2005, which now details zoning, building height and floor space controls, as well as heritage conservation and Master Plan provisions applicable to the site.

### Planning Principles for Ultimo-Pyrmont

The proposed development is consistent with the following relevant planning principles for Ultimo/Pyrmont:

| Role and land use activities   | Comment   | Consistent? |
|--|---|-------------|
| (a) Development in Ultimo-Pyrmont is to provide for a significant increase in residential population in a mixed-use development pattern also accommodating employment, educational and other uses.   | Significant residential development has occurred in the vicinity of the site, but is prohibited on the casino site pursuant to SEPP 41. Significant employment generation is proposed.  | √           |
| (c) Where possible, development is to make use of existing under-utilised buildings and large areas of land which are either vacant or occupied by out of date facilities.   | The proposal will better utilise the Pirrama Road stairs, and develop the currently vacant 'Switching Station' site   | √           |
| (d) Development is to take full advantage of the existing facilities, proximity to Darling Harbour, Central Station and other facilities of the City centre, and the extensive Pyrmont waterfront.   | The proposed development, and particularly the additional hotel accommodation, will permit greater tourist utilisation of the various facilities of Pyrmont and the Sydney CBD.   | √           |
| (e) Retail development providing for the full range of neighbourhood needs is to be encouraged.  | A wide range of neighbourhood retail opportunities will be provided within the expanded retail arcade.  | √           |
| (f) Uses at the ground level of buildings fronting the public domain should complement the functions of the public domain.   | Active uses are proposed to all street frontages of proposed works. The celebratory nature of works proposed to Pirrama Road will complement the park opposite and café and hotel lobby uses will contribute the the Union Street 'activity strip'. | √           |
| ...  |   |             |
| Social issues  |   |             |
| (a) A range of services and facilities should be provided to meet the needs of the existing and new residents and workers, including retail, leisure, recreational and welfare facilities that promote the health and well-being of the community and recognise its cultural and ethnic diversity. | The proposed expansion of the retail arcade will increase the potential range of services available to existing and new residents and workers   | √           |
| (b) Urban design is to enhance the conviviality and sense of place of Ultimo-Pyrmont and reflect the character and heritage of Ultimo-Pyrmont.   | The proposed urban design will activate, and create a more lively sense of place along the street frontages of the site.  | √           |
| (c) Development is to enable surveillance and to enhance street level activity to increase actual and perceived security.  | Increase street level activity will enhance actual and perceived safety around the site.  | √           |

| Urban design  |  |   |
|---|--|---|
| (a) Building heights are to reflect and emphasise the topography of Ultimo-Pyrmont by increasing in height as distance increases from the nearest waterfront. Building heights should allow a reasonable sharing of distant views from buildings by their occupants.  | The proposed building heights step up away from the waterfront, without unreasonably obstructing the views currently afforded the occupants of any nearby building.  | √ |
| (b) The heights and scale of buildings are to form a transition between the high-rise buildings in the City and low-rise buildings in the suburbs adjoining Ultimo-Pyrmont.   | The proposed building heights have been designed to create transitional elements that mediate the heights of adjacent structures.  | √ |
| (c) The heights and scale of new buildings are to respect existing buildings in the locality, particularly heritage items and buildings in conservation areas.  | The low scale sandstone podium to Union Street respects the scale of various surrounding heritage items.   | √ |
| (d) The heights and form of buildings are to take account of visual impact, solar access, wind impact and, where appropriate, the privacy of residences, in order to contribute to a high quality of environmental amenity in intensively used parts of the public domain and in residential areas.                                   | The proposed hotel tower has been designed as a slender footprint, oriented to minimise its visual impact. The proposed podium element also mitigates perceived height and wind down-draft down the face of the tower.   | √ |
| (e) Buildings fronting the public domain should have appropriate height, bulk, finish and street alignment so as to enhance its quality by complementing its character. In general the scale of street facades must be appropriate to the width of adjoining streets or lanes, adjoining heritage items or other contextual elements. | The proposed podium element is of a scale that reflects the width of Union street, and the general scale established by surrounding heritage items and the podium of the existing casino building.   | √ |
| (f) Higher buildings may be accommodated:   |  |   |
| (i) if they will emphasise existing or former high points in the natural ground level on Distillery Hill, Pyrmont Point, Darling Island and adjoining the CSR Stables, they will reflect the former vertical smoke-stack elements of the Pyrmont Point Power Station,   | The proposed hotel tower reflects, but is considerably lower than the former vertical smoke-stack elements of the Pyrmont Point Power Station. It also mediates between the height of the existing towers built to reflect this element, and the lower scale of surrounding buildings. | √ |
| ...   |  |   |
| and they will not compromise the environmental amenity and general scale of buildings in their locality.  | The podium element to Union street will reflect the traditional street scale of the locality and mitigate the scale of the proposed tower.   |   |
| (g) Development on the waterfront and on adjoining land is to maximise the environmental quality of those parts of the peninsula for all users.   | While not on the waterfront, the proposed works to the Pirrama Road frontage will enhance the visual quality and sense of activity within the public waterfront park on the opposite side of the street.   | √ |

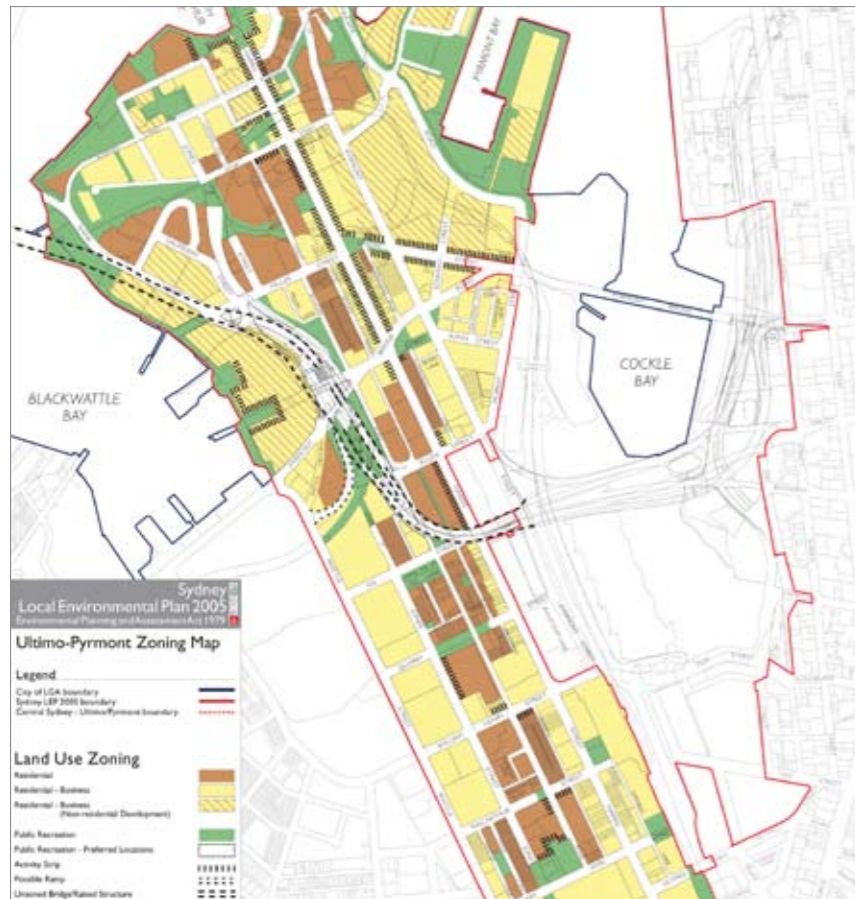
| Public domain   |   |   |
|---|---|---|
| (a) Public recreation areas are to provide for a range of recreational opportunities for the residents of and workers within Ultimo-Pyrmont.  | Activation of the street edges will create a more positive relationship to adjacent public open spaces.   | √ |
| (b) Coordinated pedestrian and cycling networks are to be provided throughout Ultimo-Pyrmont and to link with the City centre and suburbs adjoining Ultimo-Pyrmont. Access to major natural features such as foreshores and escarpments are to be included.   | The proposed active street edge uses will enhance existing non-vehicular routes along these frontages and improvements to the existing through-site link will improve the legibility and amenity of this route. | √ |
| (c) The passage of through motor traffic in residential areas and areas of pedestrian and cycling priority is to be discouraged   | No significant change to vehicular movement patterns is proposed  | √ |
| Leisure and recreation  |   |   |
| Full advantage is to be taken of the leisure and recreation facilities and the public open space in the City centre and in surrounding areas (particularly in Ultimo-Pyrmont) and the use of Sydney Harbour for leisure and recreation. Public access to the entire foreshore in Ultimo-Pyrmont is to be provided. Opportunities for waterfront and water-based recreation and tourism activities, compatible with adjoining land uses, are to be provided. | The proposed activation of Pirrama Road will enhance opportunities for active use of the adjacent waterfront public park, and the new through site link will improve access to the foreshore.                   | √ |
| Movement and parking  |   |   |
| (a) A range of housing and work, leisure and service facilities is to be provided in Ultimo-Pyrmont so that the need for travel is minimised.   | The proposed development will increase the range of work and retail opportunities afforded the growing residential population of the area.  | √ |
| (b) A high degree of accessibility is to be provided to places in and outside Ultimo-Pyrmont for both able and disabled persons. Walking, cycling and use of public transport are to be encouraged as the means of movement.  | The proposed active street edge uses will enhance existing non-vehicular routes along these frontages and improvements to the existing through-site link will improve the legibility and amenity of this route. | √ |
| (e) The provision for vehicular movement is to be consistent with the development of a high-quality pedestrian environment within the street system.  | While two new vehicular crossing points are proposed to Pirrama Road, these have been designed within a high quality pedestrian-prioritised environment.  | √ |
| (f) Parking controls are to support public transport strategies of the Government and to reflect road network capacities.   | While no controls apply, and additional parking is proposed, a constrained approach is proposed, where demand will continue to exceed on-site supply. (see Section 6.12.1)                                      | √ |

### Zone Objectives

The land is zoned 'Residential Business'. The proposed development is consistent with the following relevant zone objectives:

- (a) to promote a wide range of uses, particularly business development including tourist, leisure, commercial, retail and office development consistent with Ultimo-Pyrmont's proximity to the Sydney CBD, harbour locations and transport infrastructure, and
- ...
- (c) to accommodate uses which generate employment opportunities and provide facilities and services that enable people to live and work in the same community, and
- (d) to ensure that the total amount of employment-generating development is compatible with the traffic capacity of Ultimo-Pyrmont and adjoining areas, and
- (e) to encourage sustainable transport modes for journeys to work and other trips, including walking, cycling and all forms of public transport, and
- (f) to limit advertising to a level compatible with the creation of a high-quality mixed-use area.

Figure 9 – Zoning Map



Picture 13 – Extract of SLEP 2005 Ultimo Pyrmont Zoning Map

Permissibility under the LEP is considered on the basis as to whether or not the proposed development is consistent with one or more of the zone objects. As described above, the proposal is considered to be consistent with a number of the zone objects in particular:

*“to promote a wide range of uses, particularly business development including tourist, leisure, commercial, retail and office development consistent with Ultimo-Pyrmont’s proximity to the Sydney CBD, harbour locations and transport infrastructure”*

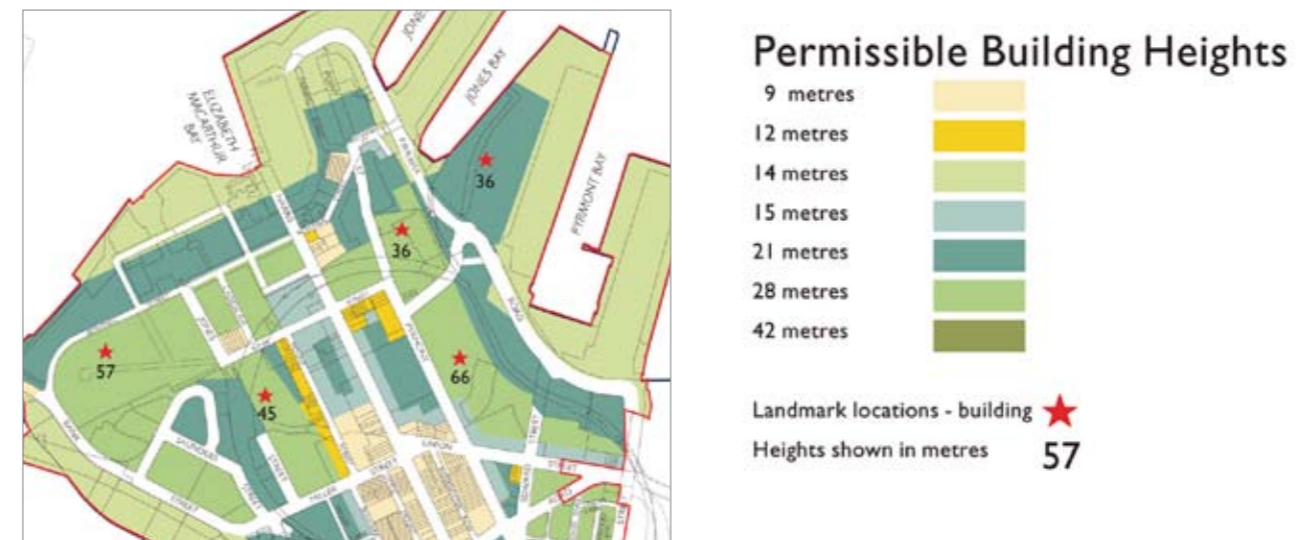
The proposed development is therefore permissible with consent under SLEP 2005.

### Building Height

Clause 9 of SLEP 2005 invokes the maximum building heights for land as shown on the Ultimo-Pyrmont Height Map. The achievement of maximum building height must also result in a design consistent with the urban design principles contained within SLEP 2005. The Ultimo-Pyrmont Height Map specifies a 15 metre street edge height for the Switching Station site, a wide zone along Pirrama Road with a 21 metre height limit and a height of 28 metres across the rest of the site.

However, Clause 95 (also by way of the Ultimo-Pyrmont Height Map) specifies ‘landmark sites’ which may accommodate building heights in excess of the underlying height standards. In this instance, the height map identifies a site specific building height of 66 metres.

Figure 10 – Height Control Map



Picture 14 – Extracts from SLEP 2005 Ultimo Pyrmont Height Map

The enclosing structure over the Pirrama Road steps will have a varying height, but will generally reflect the height of the existing podium, in general accordance with the 21 and 28 metre height controls.

With regard to the proposed hotel tower, Under SLEP 2005 the site is earmarked as a landmark site, with a maximum height specified as 66m. A height exceeding the 28metre standard, but below the height of the existing hotel and serviced apartment towers will enable the realisation of a viable hotel development within this tourism precinct, and reinforce the building’s relationship with the taller Star City buildings which have been constructed closer to the 66m height.

This narrower, taller building form is also proposed to provide more attractive rooms with better access to natural light and views, and greater building separation and view corridor retention.

On 2 June 2007 the Minister advised with regard to the then scheme for the Switching Station component of the site that:

*“The scale of any development on this site needs to achieve an appropriate relationship with the adjoining buildings surrounding the site, and mediate between the Casino building and lower surrounding buildings”*

While no longer in force, Amendment 1 to the Pyrmont Bay Master Plan dealt specifically with the Switching Station site and had a similar ‘vision’:

*“The urban design principles for redevelopment of the relatively small Switching Station site must respond to its context comprising the Sydney Harbour Casino, heritage items and a low scale conservation area. Development is to **continue the casino podium along the street frontages of the site** and compliment the curved forms of the casino tower elements. **A higher building element setback from the street alignment will provide a transition from the landmark height of the casino development to the street wall heights in the neighbouring Pyrmont area...**”*  
(our emphasis)

Amendment 1 was predicated on gross floor area of 21,500m<sup>2</sup>, with the resultant building mass arranged as a 15 metre podium, with two options for a taller element setback above. The podium height was intended to reflect the neighbouring street wall heights, and a 45 degree height plane from ground level on the opposite side of Union Street formed the basis for the height of two options for a taller element beyond.

The first option involved a 30.5 metre (RL 138) high element, setback only 7 metres from Union Street. The second option involved a 37 metre (RL 144) element setback 12 metres. While both of these options sat within the nominal 45 degree height plane, both would have been clearly visible from, and quite close to the opposite side of Union Street (see Figure 11 in Section 2.1.2).

In the design competition for the project conducted in August 2007, a 13 storey building with a topmost point at RL 165.5 was presented. In response to the comments of the competition jury (**see Appendix B**), structural redesign has reduced the height of the proposed tower such that the scheme now has a topmost height of RL 164.05.

The currently proposed option extends the 45 degree principle of the Master Plan (see Figure 11), setting the tower element 20 metres off Union Street. While this creates a taller building:

- The building still generally reflects the 45 degree height plane;
- The building is setback considerably further from Union Street;
- The main façade of the proposed building reflects the top of the main 'pre-cast' façade element of the existing casino towers; and
- The top most point of the building (RL164.05) still sits more than 3 metres (one storey) below the top most point of the existing casino buildings (RL167.3).

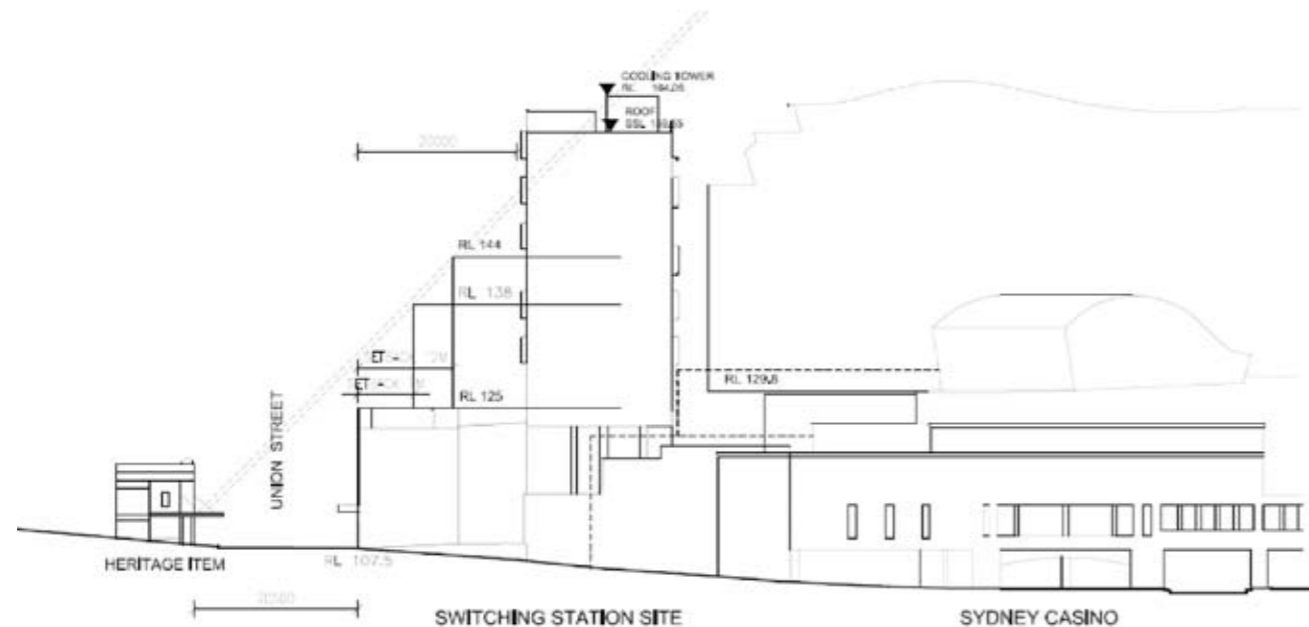


Figure 11 – Master Plan Height Rationale

The taller more slender form creates a more elegant form than the squatter, boxy approach taken on the adjacent "Atrium" building at 60 Union Street. The proposed form is also more consistent with the typology and proportions of the existing towers. An improved transition is thereby provided with the 15 metre sandstone finished podium element reflecting the lower surrounding buildings, with increased separation to a distinctly separate building element that reflects the style of, but is still lower than the existing Casino towers.

The more boxy 30.5 metre and 37 metre options in Amendment 1 would have been inconsistent with both the lower scale character of the surrounding area, and the taller scale of the casino towers. Furthermore, they would not have been suitable for contemporary 5 star hotel accommodation in terms of floor plate dimensions or access to sunlight, views and natural ventilation.

In this regard, Cox Richardson Architects have advised that a tall, slender building massing is most appropriate in this location because it will:

- *Relate to the topography of the immediate context.*
- *Allow significant setback to be achieved to Union Street, Pyrmont Street and Edward Street.*
- *Diminish mass as viewed on the Union Street alignment from Pyrmont Bridge (east of the site) and Union Square (west of the site).*
- *Permit a legible view corridor from Union Square to the Harbour between the Proposal and the adjacent Casino Serviced Apartments and better retain existing views generally from the public domain to the City and Harbour.*
- *Reduce impacts of overshadowing on the public domain of Union Street*
- *Result in less bulk and mass as presented to the Public Domain by the proposal.*
- *Mediate the built-form from the existing Casino Serviced Apartments and Casino Hotel to the surrounding lower scale built form south of the Site.*
- *Modelling of the upper levels will be such that a positive relationship to the top of Precast Datum in the existing Casino Building is established. This will be achieved through façade articulation and setback above the Datum level".*

We therefore conclude that, in our opinion, a revision to the design competition scheme with a topmost height of RL 164.05 will achieve an appropriate relationship with the adjoining buildings surrounding the site, and mediate between the Casino building and lower surrounding buildings.

The proposed re-cladding of the existing serviced apartment and hotel buildings will not alter their height, but the change in materials will allow these buildings to read as part of the same 'family' of buildings as the proposed hotel tower.

### **Floor Space Ratio (FSR)**

Clause 98 of LEP 2005 specifies the maximum area of business floor space permitted on the land in master plan areas as a maximum FSR of 2.5:1. However, pursuant to Clauses 98(2) and 115, a greater FSR may be adopted for the site by way of a Master Plan.

LEP 2005 permits additional FSR on land that is subject to a master plan (i.e. deemed DCP) if:

- a) a better pattern of building heights will result, and*
- b) there are reductions in building heights on other sites in the deemed DCP area, and*
- c) the urban design principles for Ultimo-Pyrmont will be achieved for that land, and*
- d) the greater building height will not adversely affect the quality of the adjoining public domain.*

The Pyrmont Bay Master Plan provided a floor space distribution for the area encompassing the Pyrmont Street Entertainment and Casino Centre, Darling Island Residential, Wharf 7-10, the Switching Station site, and Pyrmont Bay Park. All other land within the deemed DCP area has been developed in general accordance with this distribution. However, while the previous 1997 consent for the Switching Station site approved a development that fully realised the 21,500m<sup>2</sup> GFA attributed to it under the Master Plan, the Casino has only 102,551m<sup>2</sup>, despite being allocated 119,000m<sup>2</sup> GFA under the Master Plan.

While the Pyrmont Bay Master Plan has no statutory force, in the absence of any other applicable guidance, it demonstrates that the amount of development proposed is consistent with what was originally planned for the site. Specifically, while the 23,886m<sup>2</sup> of GFA proposed on the Switching Station site is marginally higher than the 21,500m<sup>2</sup> envisaged in the Master Plan, the 106,162m<sup>2</sup> of GFA proposed on the Casino site is considerably less than the 119,000m<sup>2</sup> envisaged, and the 130,048m<sup>2</sup> of GFA within the total project is less than the 139,500m<sup>2</sup> GFA envisaged for the entire site.

### Heritage

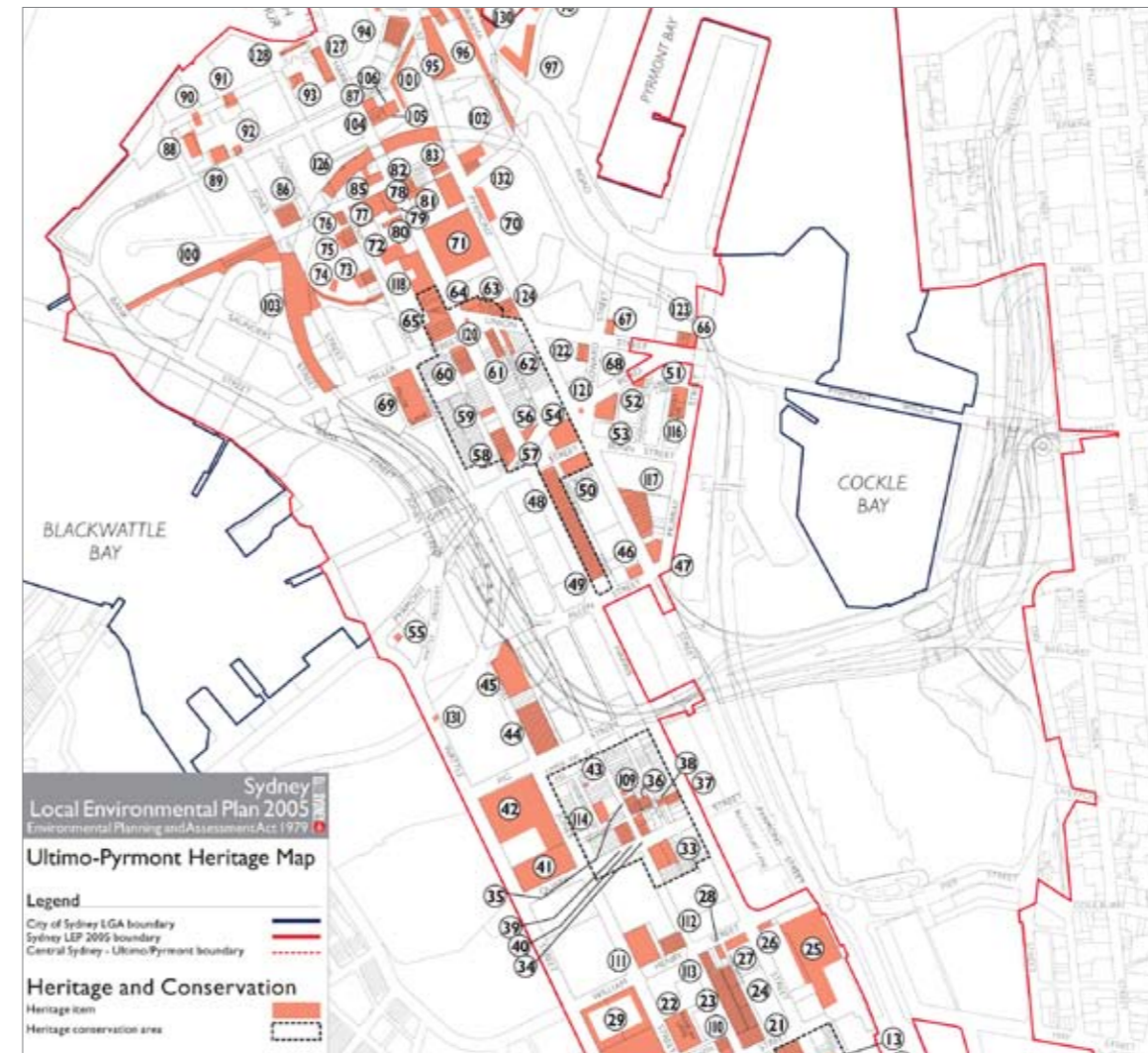
The site is not located within a conservation area, and while Item 70 is located on the site (Pyrmont Power Station, Building A at 42 Pyrmont Street, on the corner of Jones Bay Road), this heritage item has been incorporated in the overall development of the Casino site.

The site is also in the immediate vicinity of numerous heritage items, including:

- No. 63 Group of dwellings at 91-95 Pyrmont Street.
- No. 67 New York Hotel at 60 Union Street (north east corner Union and Edward Streets)
- No. 71 Schute, Bell, Badgery, Lumby Ltd building at 47-69 Pyrmont Street
- No. 83 Cottages at 27-29 Pyrmont Street
- No. 97 Naval Stores Building at Jones Bay Road, Darling Island
- No. 102 Escarpment and Fencing to Jones Bay Road
- No. 122 Group of dwellings at 31-33 Union Street (south west corner Union and Edwards Streets)
- No. 122 Group of dwellings at 31-33 Union Street (south west corner Union and Edwards Streets)
- No. 132 Warehouses and Terraces 10-18 Pyrmont Street

However, only items 67, 122, 124 and 63 are in the direct vicinity of any proposed works, being opposite the Switching Station site.

Figure 12 – Heritage Map



Picture 15 – Extract of SLEP 2005 Ultimo Pyrmont Heritage Map

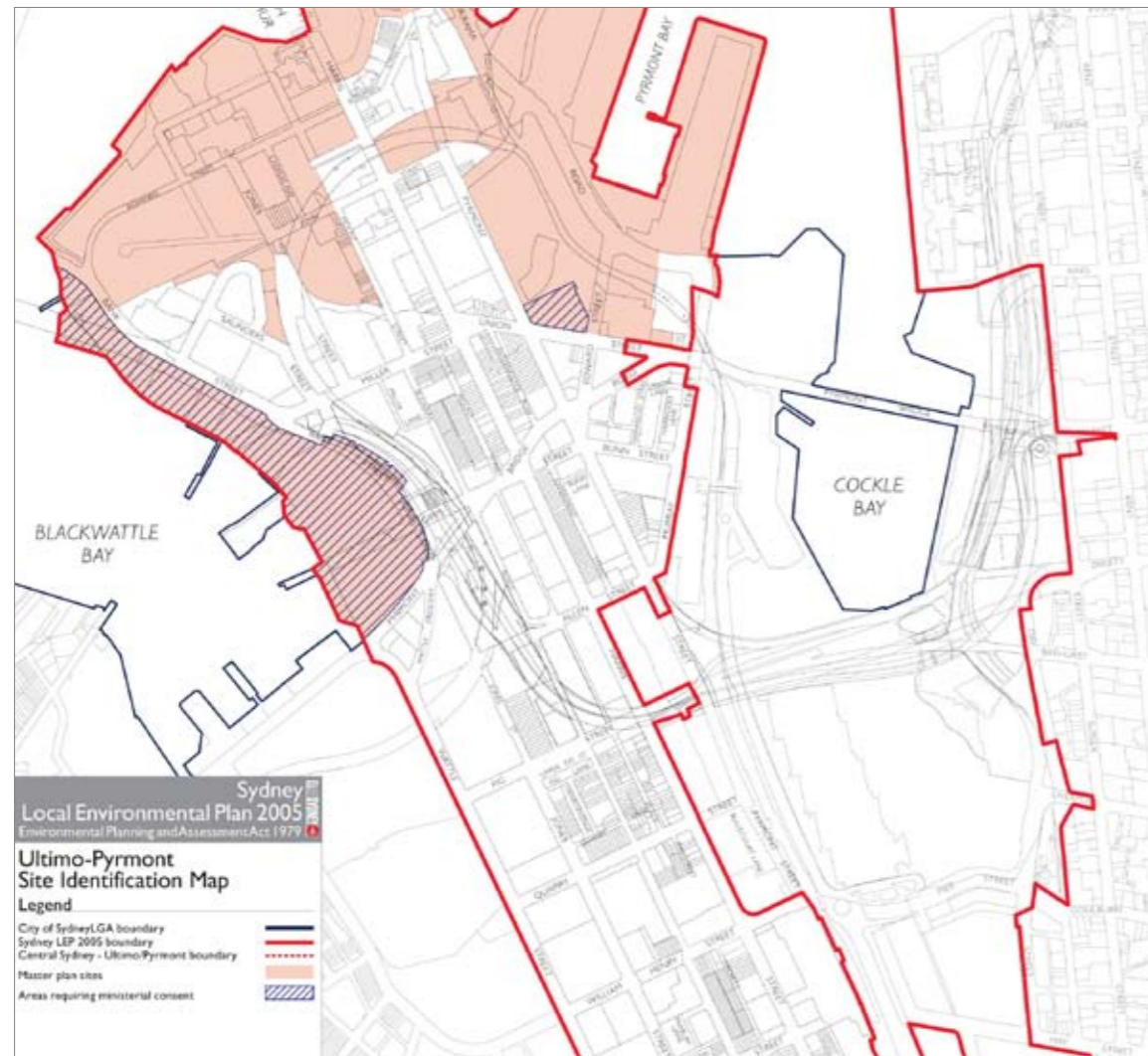
A Heritage Impact Statement (HIS) has been prepared by Urbis (**see Appendix M**) and is considered at Section 6.6.

### Master Plans

Notwithstanding that 'Master Plans' are no longer recognised under the EP&A Act, and must be dealt with as 'Deemed DCPs', Clause 106 of SLEP 2005, and the Map thereto (see below), requires the preparation of Master Plans prior to the development of certain land, including the subject site. While the Pyrmont Bay Master Plan was prepared pursuant to the former SREP 26 (Amendment 1 related specifically to the Switching Station site), this plan was not recognized in the list of adopted Master Plans carried forward when SREP 26 was incorporated into Clause 106 of SLEP 2005. Clause 106 also states that:

*"The Minister may waive compliance with this requirement because of the nature of the development, the adequacy of other guidelines or for such other reasons as the Minister considers sufficient".*

Figure 13 – Master Plan Sites Map



Picture 16 – Extract of SLEP 2005 Ultimo Pyrmont Site Identification Map

### Activity Strips

The Ultimo-Pyrmont zoning map identifies Union Street as an 'activity strip'. Clause 90 of SLEP 2005 requires ground floor development along these strips to include non-residential uses such as retail outlets, restaurants, neighbourhood facilities and the like. This is to emphasise people-oriented street frontages and enhance security and surveillance. The Union Street frontage will consist of the entry to the new hotel and casino, and a café. These uses will provide activation along this identified strip.

### 6.3 Urban Development Plan for Ultimo Pyrmont

An Urban Development Plan (UDP) for Ultimo Pyrmont has been prepared for the areas within Ultimo and Pyrmont to which SREP 26 formerly applied. Clause 83(2) of SLEP 2005 requires that the consent authority have regard to the "Ultimo Pyrmont Urban Development Plan endorsed by the Council on 25 March 2004"

The UDP makes more detailed provisions for land development within the precinct than are contained within LEP 2005, and is consistent with the LEP's broader development controls.

The provisions within the UDP relate to design based development criteria, such as more detailed building envelopes, sustainable residential development, access, parking and circulation, and public domain strategies. Importantly, the built form controls contained in the UDP that relate to building envelopes and form do not apply to Masterplan sites.

The following table outlines and addresses those provisions in the UDP of relevance to this application:

| UDP Provision  | The Proposal  | Consistent |
|--|---|------------|
| <i>Facades of new development should relate sympathetically to existing buildings in the vicinity, particularly if they have heritage or streetscape value.</i>        | The scale and sandstone finish of the proposed hotel podium will be sympathetic to the character of surrounding heritage items and the traditional character of the streetscape. However, the modern finishes of the tower elements will reflect the modern revitalisation of Pyrmont. The overall development will thereby acknowledge the former character of the locality, while celebrating its present and future.   | √          |
| <i>Buildings should be in plan and elevation to develop appropriate rhythm, proportions and depth in facades to articulate street edges.</i>                           | The podium of the proposed new hotel element is not inconsistent with the scale and massing of terrace building forms that traditionally characterised the streetscape. However, the fine grain vertical rhythm of terrace housing is inappropriate for a modern hotel on a site of this scale.<br><br>While the extensions along the Pirrama Road frontage provide a rhythm of overlapping curved elements that reflect the finer grain of Pyrmont, they adopt a distinctly modern and dynamic expression that deliberately contrasts with the more rigid expression of traditional buildings in the locality. | √          |
| <i>Building treatment must add interest to facades, for example patterned and textured treatment such as string courses, surrounds to openings and masonry detail.</i> | All proposed facades include a range of detailed elements that create interest. While such interest is created through modern architectural elements, the inclusion of a sandstone finished podium to Union Street reconciles this modern design expression with the more traditional styles of surrounding heritage buildings.   | √/X        |
| <i>New development must complement existing buildings in the vicinity in materials and colours. Generally, facades should have a masonry or rendered character.</i>    | However, the Pirrama Road Façade is proposed to have an almost entirely glazed façade to redress the inward looking character of the existing casino, and create a strong visual link between proposed active uses and the foreshore.   |            |
| <i>Horizontal elements should relate to existing buildings...;</i>   | The horizontal form of the podium to Union Street reflects the horizontal massing proportions of traditional terrace house rows, albeit in a modern style.  | √          |

| UDP Provision  | The Proposal   | Consistent |
|--|--|------------|
| <i>Facades should not contain large unbroken expanses of glass or curtain walling.</i>         | See above.   | √/X        |
| <i>Reflective glass must not be used.</i>  | Glass with a maximum reflectivity index of less than 20% will be used (see Section 6.14).  | √          |
| <i>Union Street frontage of the Switching Station site is identified as an Activity Strip.</i> | The Union Street frontage will consist of the entry to the new hotel, retail outlets and a café. These uses will provide activation along this identified activity strip.  | √          |
| <i>Site identified as a 'Retail and Leisure' node.</i>   | The site is only one of three such nodes in the Ultimo/Pymont locality, the others being the fish markets and Darling Harbour. The proposed improvements to the Star City entertainment complex will reinforce its role as a significant regional retail and leisure node. | √          |

### 6.4 Developer Contributions

The proposed development is subject to the provisions of the City of Sydney Section 94 Contributions Plan – Ultimo Pymont 1994 and Affordable Housing Contributions under the provisions of the Sydney LEP and the City West Affordable Housing Program.

#### 6.4.1 Section 94

The City of Sydney Section 94 Contributions Plan – Ultimo Pymont 1994, provides the following contribution rates specifically for 'Casino' development:

- Gaming and Entertainment: \$123.7/m<sup>2</sup> site area
- Retail and Restaurant: \$113.80/m<sup>2</sup> of gross floor area
- Hotel (based on 5 star): \$4,721.00/room

A contribution of \$588,317.20 is generated in relation to the 4,756m<sup>2</sup> of additional site area being used for 'Gaming and Entertainment' (i.e. the switching station site). A contribution of \$1,458,789.00 is generated by 309 additional hotel rooms, and a contribution of \$900,954.6 is generated in relation to the net increase of 7,971m<sup>2</sup> of 'Retail and Restaurant' space.

The total resultant contribution under this plan is therefore \$2,948,060.80

#### 6.4.2 Affordable Housing Contributions

Based on the current contribution rate of \$33.34 per square metre of floor area (for commercial developments), a total affordable housing contribution of \$916,716.64 is generated in relation to proposed 27,496m<sup>2</sup> of additional proposed 'commercial' gross floor area.

#### 6.4.3 Alternative Contributions

The proponent intends to hold discussions with the City of Sydney, the Sydney Harbour Foreshore Authority and the Minister to consider alternative works, in lieu of these contributions, that more directly respond to community needs generated specifically by the project.

### 6.5 Architecture and Urban Design

The following design statements have been prepared for the various components of the project by the relevant design architects:

#### 6.5.1 Proposed Hotel (Switching Station Site) – Cox Richardson

Objectives

- To make a significant contribution to the Built Form and quality of the Public Domain on the Peninsula.
- To improve the amenity for residents and workers, and add significantly to the Entertainment/Leisure/Accommodation Capacity of the Darling Harbour Precinct.
- To provide a Landmark Building for the Pymont Locality.
- To present a Positive Iconic Presence to Sydney Harbour and in Particular the Pymont Bridge approach to the Peninsula.

#### Podium

*The Podium is responsive to the historic character of the Union Street streetscape by way of its materiality and scale. It provides an Active edge to Union Street, Pymont Street and Edward Street via Hotel entries, Retail frontages, Hotel lobby activity and Casino entry points. A reworked Pedestrian linkage through the existing Casino is proposed from the Union Street / Pymont Street Intersection that is more inviting and legible from the Public Domain than the existing arrangement. A continuous and seamless public domain link from Union Square/Street and Pymont Street to Pymont Park is proposed. Similarly a new pedestrian linkage from the Union Street / Edward Street intersection through the existing Casino is proposed.*

*The reconfiguration of the existing through-site link, and the establishment of a new one, will improve the permeability and clarity of the Public Domain engagement with the existing Casino complex.*

*The Porte Cochere solution is proposed as an extension of the existing to service taxi drop-off only – valet parking and coach drop-off are restricted to the existing Porte Cochere.*

*The main hotel lobby entry is adjacent the extended new porte cochere addressing the Union Street / Pymont Street intersection. The hotel lobby itself acts as a 'through-site' link also encouraging public permeability. Its alignment is such that it engages the 'through-site' link located at the 'Atrium' building directly opposite in Edward Street. A strong pedestrian address is created for the Hotel lobby directed towards the entertainment precinct of Darling Harbour and the CBD, via Pymont Bridge. The hotel lobby contains active uses (Café, Bar and Lounge) which are wholly transparent to and hence animate Union Street encouraging Public engagement and use of the Lobby. These uses are consistent with current Union Street Activity. The proposal includes an external café seating area directly addressing the Union Street / Pymont Street corner exposed to the afternoon sun and anticipated as an extension and enhancement of current Union Street outdoor Café activity. The eastern portion of the Podium's Union Street frontage is activated with three Retail shopfronts.*

*The Podium presents a strong Street definition to Union, Pymont and Edward Streets. It is predominately finished in Sandstone and is of a height and scale appropriate to its immediate Streetscape Context. It relates positively to the Union Street Character.*

*Improvements to the Public Domain of Union, Pymont and Edward Streets is proposed via new street trees, paving, footpath awnings and street lighting.*

Figure 14 – Urban Design – Hotel Podium



Picture 17 – Public Movement

Picture 18 – Street Activation



Picture 19 – Street definition

### Tower

The vision for the Tower is Fresh and Contemporary.

It provides a Separate Identity and Counterpoint to the existing Casino Buildings; however it also acknowledges the Built Form of the existing Casino Buildings – particularly in the curvature of its North Façade. The datum level of the 'top of precast' to the existing Casino buildings is strongly referenced in the detail to north façade of the tower. Its south façade however responds positively to the alignment of Union Street.

The tower's slender and distinctive form minimizes visual bulk and mass - particularly as viewed from the Public Domain on the Union Street alignment east (Pymont Bridge) and west (Union Square) of the Site. Both the east and west elevations are highly articulated to achieve a slender form. The eastern elevation is given particular consideration as it addresses the approach to the Site from the CBD and hence presents an iconic and highly distinctive raked form.

The key view corridors to the CBD from the Public Domain of Union Square are retained due to the separation between the tower and the adjacent Casino Serviced Apartment Building, and similarly the Tower setback to Union Street.

Its setback to Pymont Street and Edward Street also mitigates impacts on the view corridor of these streets.

The tower mediates the height of the adjacent Casino Buildings and the adjacent surrounding built form immediately south of the Site.

The orientation of the tower is such that a maximum number of rooms are allocated to the north, and conversely a minimum number allocated to the south. The tower cores are located to the south-east and south-west providing protection to the building from early morning and late afternoon sun.

Figure 15 – Urban Design – Hotel Tower



Picture 20 – Setback

Picture 21 – Tower Alignment



Picture 22 – View Corridors and Vistas

### 6.5.2 Upgrade of existing serviced apartment and hotel tower facades – Cox Richardson

#### Objectives

- To improve the tower facades such that they are consistent in quality to the other proposed new works - on the Switching Station site and the Pirrama Road frontage.
- To relate positively to the new tower proposal for the Switching Station Site To improve the operational and thermal performance of the towers To improve the presentation of the Casino complex to the Harbour and the CBD
- To introduce shading to window openings
- To 'seal' the existing external lifts to the Hotel to address operational problems associated with their current exposure to the environment.

#### Description

It is proposed to over-clad all facades to the existing Casino towers where currently finished in precast in an open-jointed colour-backed glazing.

Additionally, horizontal fritted glazing will be used as a sunshade on the long facades of both buildings. These will be off-set from the colour-backed glazing at varying distances and be detailed to read as consistent to the horizontal fritted glazing as proposed to the new tower's north façade.

Glass selection will be determined to ensure a consistent and coordinated appearance across all new works to the entire Casino complex.

Glazing to long elevations will extend beyond the extent of precast to form glazed 'blades', hence diminishing impacts of mass and heaviness associated with current condition. The 'blade' detail described will be consistent with 'blade' treatment to the south façade of the new tower.

### 6.5.3 Pirrama Road Building Expansion – The Buchan Group

#### Objectives

This redevelopment proposal for the expansion of the Pirrama Road building has been designed to deliver a generational upgrade to the Star City property and through this process to deliver a world class casino and urban entertainment venue for Sydney.

The abiding objective is to engage the public of Sydney with the property, in a manner which emphatically pronounces Star City as a truly public Sydney destination of local authenticity, excitement and pride. A property which, for its purpose, appropriately and faithfully reflects Sydney. A property which, in its own particular manner is Sydney.

In order to deliver these objectives, certain aspects of the existing property have been addressed, most particularly the present disengagement of the property from the Harbour and the public realm generally, specifically from Pirrama Road.

The existing property's Harbour facing presentation which features a series of grand public stairs and rich landscape and water features all originally intended to create a sense of public welcome has, ironically, tended to present a somewhat impenetrable image to the public realm. In a related sense, the existing vehicular arrival to the property adjacent Pyrmont Street to the west effectively rendered as a back door arrival further conspires to deprive the property of a front door Harbour facing address. Lack of active uses directly fronting Pirrama Road also adds to the lack of life associated with this area. The Pirrama Road expansion of the building directly addresses these core limitations.

In addition to this reorientation of the property towards the Harbour, future programmatic opportunities have also been addressed, in particular the opportunity to significantly elevate the property's restaurant and retail offer, the size and nature of the gaming experience, and the potential for a major function venue for the property.

The proposed project design directly responds to these particular issues by the creation of an expanded urban edge built form fronting Pirrama Road as street architecture. This new built form is to incorporate a ground level vehicular drop-off zone, and will be given public focus in the form of a distinctive arrangement of public entrance and vertical circulation elements serving the various levels of the new built form.

These expanded building levels will comprise a new retail and restaurant destination at the first level above ground, an expanded casino main gaming floor including covered outdoor balcony areas at the second level above ground, additional restaurants and night venue at the expanded third level above ground, and an extension of the existing ballroom located at the fourth level above ground to create a major function venue capable of hosting 1,200 patrons.

#### Built Form

The elevational treatment of the built form fronting Pirrama Road will foremost express an architectural excellence, and will simultaneously present a contemporary yet enduring image for the property of life, colour, animation, and iconic imagery.

The objective of the new building's façade architecture is to create a distinctly contemporary form which boldly pronounces the currency of the development, a new architectural expression as a counterpoint to the existing architecture, which in its way expresses its own place in time. The new architecture of this development is thus envisioned as a response to the evolved urban context of Pyrmont.

The vision for the new façade is that it should possess a singularity of form and a sculptural urban formality. The design response to this basic vision is a glazed urban Wave Wall of monumental scale which folds and unfolds, and billows and bells, as it directly embraces and announces the Pirrama Road frontage, giving continuity of building façade between the existing Lyric Theatre cone form and the Show Theatre building.

The Wave Wall, which is over 100m long and 5 storeys high shall present, by virtue of its monumental scale and its strength and singularity of form, a bold and dramatic face to Darling Harbour, and beyond to the city of Sydney. The Wave Wall will be shaped and formed by a centrally placed billowing outward curve announcing the public entrance into the project and simultaneously providing weather protection at the vehicular porte cochere arrival, with a further tapering fold as the form follows the gentle crescent of Pirrama Road. The Wave Wall will be textured and articulated and animated and enlivened by harbour-facing projecting balconies as laminations to the façade, by inset open balconies, by tilt-up operable windows and awnings, and by a glittering mosaic of subtly different tones, colours and reflectivities of glass types across the expanse of the total façade. By way of providing a front door experience and a public focus and identity to the property will be the inclusion of a new glazed public entrance containing a pair of escalators and grand stair serving the retail / restaurant level of the first floor above ground. A pair of glass lifts connects all the public levels of the new development providing harbour views to the public and animation by the movement of the lifts themselves. The new public entrance is proposed to be located on the central axis to the building complex already defined by the existing glazed truncated conic form. It has been designed to ensure an abundant legibility in terms of clear appreciation of the means of accessing the respective levels. Most importantly, the element has been designed to be perceived as unambiguously public whereby the public, without inhibition or uncertainty, use this entrance as part of the ground/ first level through-block link.

#### Ground Level Arrival and Public Realm

The redevelopment proposes the activation of the public realm at the interface of the Star City property as it addresses Pirrama Road and the Harbour beyond. This is achieved in a number of interrelated ways, primarily by the inclusion at the ground level of new restaurants and cafes directly adjacent to the public footpaths along Pirrama Road. In addition to this there is to be a general humanisation of the building at its upper public levels in particular by virtue of the restaurant balconies at the first level above ground which will enhance the life of the public realm, together with the presence of the new vehicular arrival and the glazed iconic entry element. The two lane vehicular arrival drive which is proposed off Pirrama Road is designed to be paved in granite setts which are proposed to be continued as a ground plane material for the footpaths to either side of this driveway, thus creating a distinctly pedestrian right of way environment. The landscape architectural character is envisaged as more urban than resort like, whereby vegetation is to be confined to a more intimate human scale, and whereby street furniture, low level water features, granite paving, sculptures and artworks all combine to contribute to this urban character.

#### First Level - Retail and Restaurant Precinct

The new development proposes at the first level above ground a significant upgrade and expansion of the existing restaurant and retail offer. This will be by way of a series of premium restaurants overlooking Pirrama Road and the Harbour, combined with a new air-conditioned high quality retail zone designed as an internal public street, linking through to the corners of Pyrmont and Union Streets, and Union and Edward Streets.

The new retail and restaurant precinct will be integrated with the retail and restaurant facilities to be located on the Switching Station site, this being the site of the new proposed hotel. Accordingly, the public spaces of this precinct will flow contiguously throughout the consolidated Star City site at this single level. From the new on-grade public entrance (adjacent to the new hotel entry) at the corner of Union and Pyrmont Streets the public spaces flow through to the opposite public entry at the corner of Union and Edward Streets, and via a central nodal point, through the Pirrama Road project, to a second node at the point of the new Iconic Entry element, and through to the north-west on-grade entry on Jones Bay Road. Restaurants lining the Pirrama Road elevation will be glazed on both sides in order to provide clear views and orientation for the public from the public spaces through to the Harbour. The public spaces of the new retail and restaurant precinct will be detailed to express a sense of an unambiguously public internal street, and a true public through-block link (as opposed to the sense of a retail mall). Accordingly, these internal streets are generous in width (10-12m wide) and feature similarly wide node spaces (18-25m in diameter). In the same vein, the spaces will feature high quality floor finishes which are more commensurate with prestigious public spaces together with public street furniture and art works.

Notwithstanding this, in the same manner and tradition of a quality external retail street, the shopfronts, lighting, and general level of public amenity will be of the very highest standard. Tenants will similarly be selected for quality which is worthy of the vision for this project and of the location. All tenants will be required to engage creative and innovative shopfront and store designers for their premises in order to ensure the design vitality and success of the precinct as a great Sydney public destination.

### **Second Level - Casino Expansion**

The redevelopment of the property proposes an expansion of the existing main gaming floor in order to provide a more gracious scale of circulation and lounge spaces, additional food and beverages facilities, and an increase in the number of gaming tables subject to the approval by the NSW Casino Control Authority. The expansion of this floor is to occur in three locations across the Switching Station site, to the west towards the Pyrmont Street entrance partially over existing void spaces, and the major portion being as a part of the Pirrama Road building expansion. In mutual satisfaction of the objective of a more Harbour orientated property, it is proposed to create a series of covered balconies on the Pirrama Road elevation of the building overlooking the Harbour, all set within the Wave Wall. The casino expansion will feature a new interior design concept which will simultaneously meet the requirement for an environment of excitement and entertainment, together with a world class level of design sophistication befitting and expressing the urban essence of Sydney. As part of this process the main gaming floor will be broken down into designated precincts as direct responses to the various identified target market demographics, whilst simultaneously creating interior spaces and volumes of diversity, colour, interest and excitement. As previously described the new front door arrival to the casino both for pedestrians and vehicular drop-off will be provided at Pirrama Road, in order to orientate the casino itself and the casino

arrival experience to the Harbour. (This new drop-off for the casino and for the property as a whole will be augmented by the existing main porte cochere alongside Pyrmont Street which will be maintained.) Public entry from Pirrama Road to the new gaming floor will be separated from the new Pirrama Road public entrance by means of a discrete casino entry located at the retail and restaurant level, whereby new escalators and grand stairs will be incorporated into an expanded void in the main gaming floor within the existing glazed cone form.

### **Third Level - Restaurants and Night Venue**

Two restaurants and a night venue, incorporating balconies overlooking the Harbour, are proposed for the third level. These facilities will be accessed via either the glass lifts from the Pirrama Road entrance or by escalators and lifts within the building.

### **Fourth Level - Ballroom Expansion**

The redevelopment of the property proposes an expansion of the existing function centre whereby the existing perimeter is to be extended in two directions (incorporating the existing eastern prefunction space) and a new glazed prefunction space added to the east, with Harbour outlook and access to a landscaped open deck. Access to this venue will be provided by means of either the present access via the existing hotel lifts, or by the new glass lifts from the Pirrama Road entrance or by escalators and lifts within the building. Access via the new glass lifts will be an integrated arrival experience with the red carpet arrival commencing at the ground level of the new Pirrama Road entrance.

### **Vehicular Arrival and Public Pedestrian Zones**

The new porte cochere is provided in order to create all weather protection and a gracious quality of arrival experience for visitors set down at the new front door to the property. Two lanes of vehicular drop-off are provided which straddle the existing property line. These lanes are separated from Pirrama Road by a landscaped footpath, thus ensuring no conflict between visitors arriving by car at the new Pirrama Road entry and pedestrians walking along the Pirrama Road footpath in front of the Star City property. Pedestrian pathways connecting the Pirrama Road footpath to the public transport interchange and points of vertical circulation are provided for public amenity. (Consolidation of vehicular arrival and setdown with the bus and light rail in an under building environment is considered to be undesirable, in view of concerns regarding safety issues, compromised Edward Street intersection issues, and the visitor arrival.)

## **6.6 Heritage Impacts**

Given the proximity of numerous listed heritage items, including Sydney harbour, a Heritage Impact Statement (HIS) has been prepared by Urbis (**see Appendix M**). The HIS concludes that:

*"The main impact of the proposed podium and tower will be in relation to medium distance views to the tower from surrounding streets to the south, east and west, parts of which are in a Conservation Area. The Union Street streetscape will also be altered by the proposed 12-14m high podium building. The impact of the podium on Union St has been minimised by architectural devices such as the corner entries, the use of sandstone cladding on the podium, the building of the podium to the street alignment, the use of awnings on the lower Union St façade, and the activity provided by the hotel lobby and the shopfronts. Given the landmark status of the site, and the high quality of the architectural solution, the proposal for the Switching Station site is generally recommended for approval, with the following recommendations:*

- Position and impact of views to plant rooms on the Union St podium be clarified
- Signage panels on corner of Union and Edward Sts, and along Edward St should be reviewed to ensure that the impact on the streetscape is reduced.

*The impact of the recladding of the existing towers is not considered a heritage issue, and the extension of the flytower has no impact on the surrounding heritage items. The works proposed for Pirrama Rd will have some impact on medium-long distances from some vantage points on the Harbour".*

## **6.7 Visual Impacts**

A Visual Impact Assessment of the project has been prepared by GM Urban Design & Architecture (GMU Design) and is included at **Appendix N**. The findings of the report in relation to identified significant views to the site are summarised below.

### **6.7.1 Long Distance Views**

#### ■ King Street Corridor

The view from the intersection of King Street and Clarence Street will be affected by the proposed hotel tower. However, while the hotel will block views to the lower section of the eastern pylon of Anzac Bridge, the top of the pylon and some of the distinctive guy wires will remain visible above. GMU Design consider this to be a medium and yet acceptable visual impact.

#### ■ Millers Point

The proposed hotel tower will slightly reduce visible sky from both the new foreshore edge once it is redeveloped and two pocket parks on the Millers Point Peninsular. However GMU Design expects the hotel tower to meld with the surrounding skyline and therefore consider the visual impact to be acceptable.

### 6.7.2 Medium Distance Views

#### King Street Wharf Views

The proposed hotel tower will be visible from King Street Wharf, particularly along the foreshore edge of the western shore of Darling Harbour. GMU Design have assessed that the proposed development will blend into the existing built form and describe the proposed towers as less intrusive and more appropriate to the context of the development than the existing towers. GMU Design have therefore concluded that the project will have an acceptably low impact on this view.

#### Pymont Bridge Views

Most of the proposed development will be screened from this view by vegetation. However the hotel tower will still be visible. GMU Design have assessed that the hotel tower would not result in the obscuring of any existing views of major place-making elements. The existing streetscape has taller built forms and as a result GMU Design concluded that the proposed tower would fit with the existing street wall view and is therefore considered to have a medium but acceptable impact.

### 6.7.3 Immediate Views

#### Union Square

Though the proposed podium is visible from Union Square, it complements the 'square' shape of the surrounding built forms. Only the top of the proposed tower is visible and GMU Design concluded that the height of the proposed tower, even if it were lower, would create a similar affect. GMU Design noted the tower does not block the view of Centre Point Tower, but that it does obscure the MidCity Centre tower. This is considered to be a medium impact that is acceptable. At street level the proposal is considered by GMU Design to have a low impact which is acceptable.

#### Southern/northern foreshore boardwalks

From the southern boardwalk the proposed tower is a standalone element. However GMU Design describes this as adding to the visual interest of the view and being in scale with the existing towers. They have assessed that from the northern boardwalk the proposed tower will be a continuation of form within the existing view. In both contexts GMU Design consider that the proposed tower complements the existing views, and the impact is therefore considered acceptable.

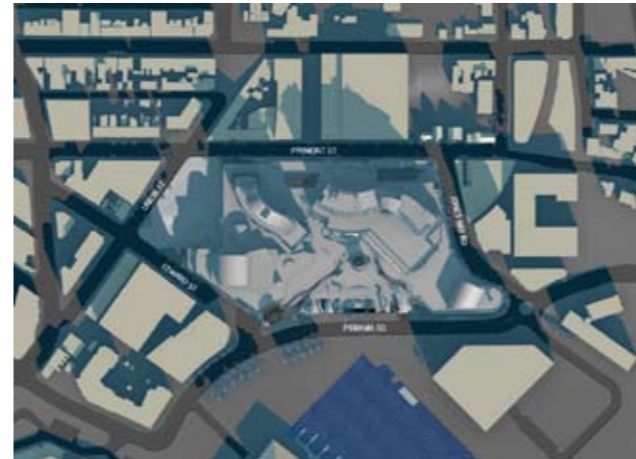
### 6.7.4 Conclusion

GMU Design concluded that while the proposed development has unavoidable visual impacts, described as medium to low, all of the goals of the UDP have been addressed and the visual impacts on the surrounding area, Darling Harbour and city views are considered acceptable.

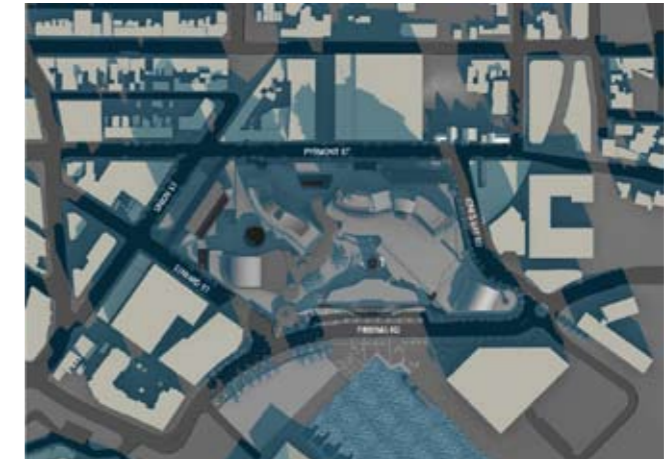
### 6.8 Solar Access

The shadow diagrams included with the architectural drawings (see Appendix G) demonstrate that whilst the new hotel component will overshadow a limited number of residential properties on Pymont Street, even on the Winter Solstice such overshadowing is limited to the morning, and that from midday these properties all have full solar access for the rest of the day. Such levels of amenity are considered to be acceptable under the Urban Development Plan for the locality which stipulates a minimum of 3 hours solar access to main living areas.

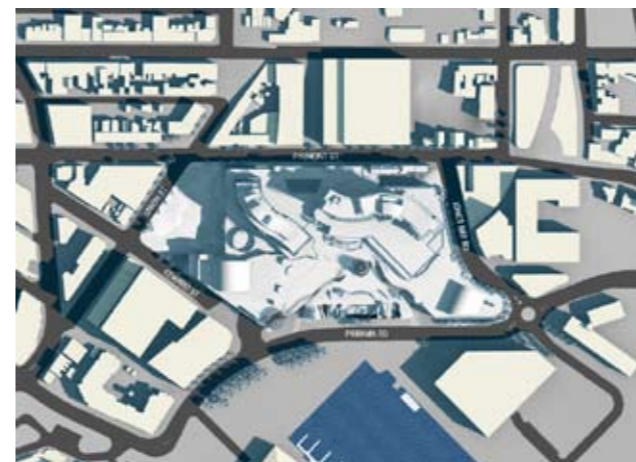
Figure 16 – Existing and Proposed Solar Access (Winter solstice)



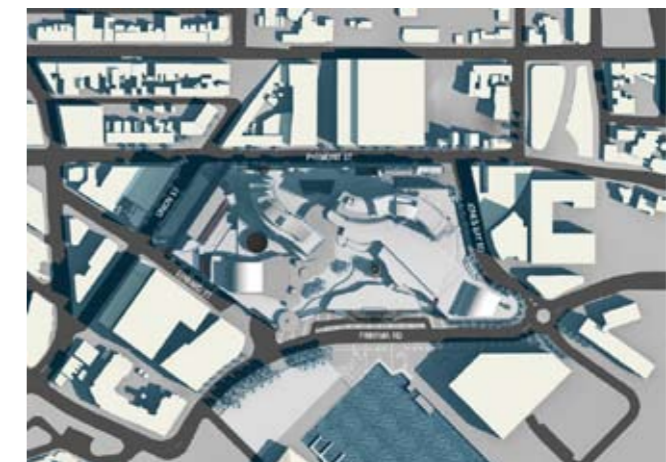
Picture 23 – Existing Winter Solstice Shadows - 9.00am



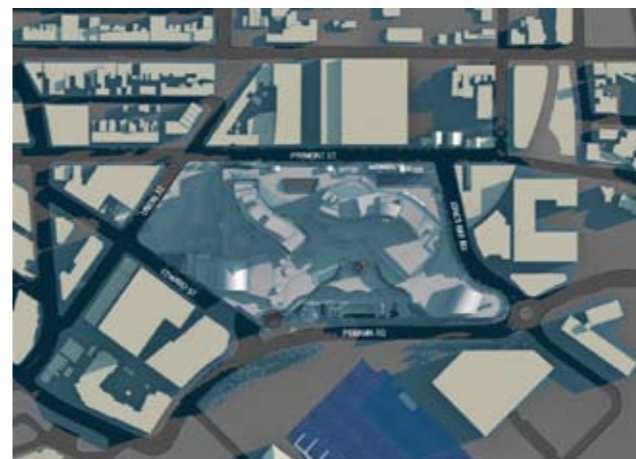
Picture 24 – Proposed Winter Solstice Shadows - 9.00am



Picture 25 – Existing Winter Solstice Shadows - Noon



Picture 26 – Proposed Winter Solstice Shadows - Noon



Picture 27 – Existing Winter Solstice Shadows - 3.00pm



Picture 28 – Proposed Winter Solstice Shadows - 3.00pm

### 6.9 Wind Effects

An analysis of the wind environment of the project with respect to the principal wind directions for Sydney has been prepared by Windtech (see Appendix O).

The results of the study indicate that the pedestrian ground level areas are generally well shielded from principal winds by existing and proposed tree planting and awnings, and by existing neighbouring buildings.

It is expected that in general the wind conditions for the balconies and terraces will be acceptable for their intended use given the proposed impermeable balustrades and roofing. Certain outdoor areas will also be shielded by the existing casino buildings and the proposed hotel tower. With the addition of two 3m high screens at podium level between the proposed hotel tower and the existing serviced apartment tower, it is expected that any potential funnelling effect between these towers will be ameliorated and this area will be suitable for its intended use.

It is expected that with the addition of either a full height screen or panel louvring on the western side of the Level 1 terrace in the proposed hotel that this area will be acceptable for its intended use.

A door and baffle screen arrangement is proposed at the Pyrmont and Union Street entrance to the ground level retail area. With these additions this area should be suitable for its intended use.

It is not expected that the proposed development will have any adverse effects to the wind conditions to the local surrounding streets and pedestrian footpaths and thoroughfares.

### 6.10 Safety / Public Areas / Pedestrians

Urbis have prepared a 'Crime Prevention through Environmental Design' (CPTED) report for the project (see Appendix P). CPTED aims to influence the design of buildings and places by:

- Increasing the perception of risk to criminals by increasing the possibility of detection, challenge and capture.
- Increasing the effort required to commit crime by increasing the time, energy or resources which need to be expended.
- Reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits'.
- Removing conditions that create confusion about required norms of behaviour (NSW Department of Urban Affairs and Planning, 2001).

The following is a summary of the findings of this assessment: The purpose of identifying these issues now is to enable any concerns to be addressed in the assessment process.

#### "Crime and Safety in Pyrmont"

- *There are no current concerns in relation to levels of crime, safety and security in Pyrmont and around the Star City Casino site*
- *To address the incidence of crime in the basement car park, including car theft and theft from motor vehicle.*

#### Design issues

- *Legibility and Pedestrian Access*
  - *There is potential for conflict in the number of uses indicated at the Pirrama Road main entry with pedestrians making authorized or unauthorized crossings of Pirrama Road (ie following desire lines) from Pyrmont Bay toward the entrance; pedestrians crossing at the corner of Jones Bay Street and Pirrama Road and pedestrians crossing near the corner of Edward and Pirrama. While there is a formal crossing at Edward Street, pedestrians are still crossing against the lights causing potential pedestrian safety concerns.*
  - *At the main entrance, there is potential for conflict where there are distractions (eg the Sound and Light Show, celebrities arriving) or lack of clarity in 'path-finding'.*
- *Passive/Active Surveillance*
- *The design of the retail arcade improves greatly upon the current design as it will provide a more direct route through the Casino and permeability will be accentuated through a strong visual connection with Pyrmont Bay. While the curve of the retail arcade may still affect lines of sight and potentially create a physical place of entrapment, the continuation of CCTV cameras and roving security in the area will improve overall surveillance.*

#### Proposed Mitigation Measures

- *Installation of CCTV cameras throughout the proposed car park area extension and if possible the current parking station and continuation of regular security patrols through these areas.*
- *Maintenance of clear and prominent signage, changed at regular intervals, warning people not to leave their valuables in their cars.*
- *Consideration of use of adequate lighting to a standard that enables face recognition in the car park and in the pedestrian arcade and ensuring street lighting is maintained to this standard in external areas adjacent to the Casino*
- *Continuation of after hours management measures (ie CCTV, roving security patrols) for the retail arcade to address potential loitering or malicious damage to property.*
- *Use of robust materials be used in finishes throughout the retail arcade to mitigate against potential malicious damage.*
- *Use of clear signage in relation to pedestrian access and path-finding through the pedestrian arcade.*

- Use of traffic control personnel at the main entry to marshal vehicles and pedestrians during peak times or events.
- Ensuring that external doors are flush with walls.
- Ensuring that lighting is improved in Union Street.

The CPTED Report recommends that a Pedestrian Safety Report be undertaken to address any potential pedestrian safety concerns.

### 6.11 Public Domain

The proposed redevelopment will activate the public realm at the interface of the casino as it addresses Pirrama Road and the Harbour beyond. This will be achieved primarily by the inclusion at the ground level of new restaurants and cafes directly adjacent to the public footpaths along Pirrama Road. In addition to this there is to be a general "humanisation" of the building at its upper public levels.

The landscape architectural character is envisaged as more "urban" than "resort like", whereby vegetation is to be confined to a more intimate human scale, and whereby street furniture, low level water features, granite paving, sculptures and artworks all combine to contribute to this urban character.

Public entry from Pirrama Road to the new gaming floor will be separated from the new entry icon element by means of a discrete entry located at the retail and restaurant level, whereby new escalators and grand stairs will be incorporated into an expanded floor void within the existing glazed cone form. This will provide a new "front door" arrival to the casino at Pirrama Road both for pedestrians and vehicular drop and will reconcile the casino's relationship between the built form and its setting and public domain through creation of an expanded urban edge built form fronting Pirrama Road, focusing upon an architecturally distinctive public entry.

### 6.12 Vehicular Access, Car Parking & Traffic Impacts

#### 6.12.1 Car Parking

Neither SLEP 2005, nor DCP 1996 provide car parking controls for Ultimo – Pyrmont. However, the Urban Development Plan for Ultimo Pyrmont - 1999 Update specifies maximum parking generation rates for 'Residential Development' and 'Business Development' (1 space per 150m<sup>2</sup>). While the proposed 28,282m<sup>2</sup> of additional gross floor area would generate an additional 188 spaces based on the 'Business Development' rate, this generic rate for retail and commercial office development fails to reflect the specific parking demands of a casino and complementary uses.

The Roads and Traffic Authority Guide to Traffic Generating Development does not provide any guidance in relation to car parking for casino uses. However, it advises the following with regard to the provision of parking for clubs:

*“Off-street car parking must be provided to satisfy the average maximum demand. Research has indicated that the demand for parking varies substantially depending on the type of club and cannot readily be related to building floor areas or to the membership. The determination of the number of parking spaces required is therefore based on the characteristics of the proposed development. Comparisons must be drawn with similar clubs.*

*For ten licensed clubs surveyed in 1978, the mean peak number of cars parked per 100m<sup>2</sup> of public or licensed floor area (bar, lounge, dining plus games) was 26.4, varying from 7.2 to 69.9, with a sample standard deviation of 17.4. However, since 1978 there have been some behavioural changes in the use of clubs, partly due to random breath testing.*

*The determination of peak parking demand must consider the peak demand time of the various*

*activities within the development. Parking must be provided to satisfy the peak cumulative parking requirements of the development as a whole, by superimposing the parking demand for each activity”.*

Given that the casino has been in existence for over a decade, and the proposed expansion comprises a similar composition of mixes to the existing facility, the parking demand of the existing development is clearly the best guide to that of the proposed additions.

In this regard, the Department of Planning's assessment report in relation to the original construction of the casino (DA33/94 pp41) notes that the 2,500 spaces provided in the original casino were only ever anticipated to satisfy demand for 80% of the time, and that underutilised spare capacity of 2,000 spaces in other Darling Harbour car parks would be required to satisfy peak demand. Recent parking surveys by ARUP (**see Appendix Q**) confirm that this is indeed the manner in which the Casino is currently operating, with peak demand of up to 3,600 spaces being spread between the existing 2,500 space casino car park and other parking stations in the locality.

The project proposes a floor space increase in the order of 30%. Given that the proposed expansion comprises a similar composition of mixes to the existing facility, an increase in peak parking demand of approximately 30% is also expected. The Transport Impact Assessment prepared by ARUP (**see Appendix Q**) therefore concludes that the proposed 500 space increase (to a total of 3000 spaces) on the site (i.e. a 20% increase in on-site parking) will continue to accommodate approximately 80% of demand, thereby balancing the objectives of minimising parking impacts upon the locality, while maintaining a supply-constrained parking provision that encourages public transport use. The additional car parks will primarily service hotel guests and casino members.

Furthermore, the RTA has advised that it expects the likely redevelopment of sites such as the Exhibition Centre, Entertainment Centre and Barangaroo, in addition to reduction of on-street car parking, to reduce the supply of car parking in the Darling Harbour area by 2500 bays. While this is expected to be partially offset by 800 new car parking spaces proposed in Darling Walk, an additional 500

spaces in Star City, and some replacement of bays in the other sites mentioned above, it would still result in a significant net decline in the total number of spaces around Darling Harbour, at least in the short term. This would lead to less traffic generation on the road network and a reduced net rate of car spaces per employee or resident.

We also note that the 1997 consent for the Switching Station site approved 550 car parking spaces on the site in association with a smaller quantum of development on the Switching Station site, and no increase of floor space on the main casino site. Furthermore, the Pyrmont Bay Master Plan (Amendment 1 pp13) specifically refers to 2,000/3,000 spaces being provided for the Casino. It can thereby be seen that the total quantum of car parking proposed is consistent with that envisaged when the casino was originally planned, which in turn accurately predicted current operations.

### 6.12.2 Operational Traffic

The Transport Impact Report for the project prepared by ARUP (**see Appendix Q**) demonstrates acceptable impacts in the adjacent road intersections, including modelling of the five key intersections nominated in the Director General's requirements. The majority of road traffic generated by the casino is contained in the Darling Harbour precinct, and not in the residential areas of Pyrmont.

Measures proposed to mitigate the impacts as a result of the upgrade include:

- Improved lighting of the Pirrama Road/Jones Bay Roundabout to maximise pedestrian safety (a zebra crossing is not suitable here)
- Continuous footpath treatment along Pirrama Road with driveway style crossovers encouraging porte cohere traffic to give way to pedestrians
- Commissionaire staff to manage the operation of the porte cohere at all busy times
- Support for Council footpath upgrading program of Union Street
- Placing double lines on Pirrama Road to discourage right turn movements in and out of the porte cohere
- Reviewing and monitoring the performance of the Murray Street/Pyrmont Bridge Road intersection following the completion of the project

The existing public transport, coach and light rail system will be retained and enhanced by:

- The coach and light rail area has been improved by more direct and safer pedestrian links. Overall lighting, signage, and attractiveness of this area will be improved.
- The new Casino entry treatment to Pirrama Road will attract activity and focus to this eastern side of the site. Trams and buses will be right next to and under the “front door” of Star City.
- A Green Transport Plan to encourage sustainable transport behaviours and choices from Star City staff and visitors

- Pedestrian paths to and through the site are improved
- Bike parking will be increased and improved, integrated with regional bike route improvements
- The light rail station integrated into the design circulation
- Improved and activated access to Pirrama Road will encourage use of existing and new ferry services

The ARUP report also confirms that the car park circulation is in accordance with Australian Standards, Council and RTA codes, and will be a logical extension of the existing car park levels and circulation paths. It also confirms that existing services and delivery arrangements are enhanced, and the ease of emergency vehicle access will be maintained at existing high levels.

### 6.12.3 Construction Traffic

The ARUP Transport Impact Report (**see Appendix Q**) predicts that during construction of the project there will be a peak workforce of up to 400 persons on the site, with the majority of these workers expected to walk across Darling Harbour to access Town Hall Station or take a bus to access Central Station and other destinations.

ARUP predict a peak construction parking demand of 133 cars, with a peak arrival time of 6.30am when 100 cars would arrive and peak departure time of 5.30pm when some 100 cars would depart. As no parking can be made available on site for private vehicles, these cars would be parked in legal on-street parking bays on the Pyrmont peninsula and in off-street car parks. It will therefore be a condition of employment that construction personnel respect the concerns of residents over parking and those personnel using private vehicles for transport will be encouraged to park their vehicles in public car parking facilities in order to maintain good relations with the residents around the project.

Deliveries to the site will occur during the daytime shift, i.e. 7.00am to 5.00pm at up to a peak rate of 10 per hour giving a total number of 100 delivery trucks each way per day. Construction traffic routes have been previously adopted by Star City Casino to be in accordance with the guidelines developed by City of Sydney Council. The “Construction Traffic Scheme” report prepared by Project Planning Associates Pty Ltd, July 1994, for NSW Public Works adopts the following approach and departure routes for Pyrmont Bay which would be used by the construction traffic for the casino upgrade:

Approach Routes:

- Arterial Routes: Pyrmont Bridge Road
- Local Routes: Pyrmont Street, Edward Street, Union Street (east), Darling Drive

Departure Routes:

- Arterial Routes: Pyrmont Bridge Road and Pyrmont Street
- Local Routes: Pyrmont Street, Edward Street, Darling Drive

### 6.13 Noise

An Acoustic Assessment has been prepared by Arup Acoustics to address potential construction and operational noise levels from the project (see Appendix R).

The report found that the area is generally characterised by high background noise levels, consistent with an 'Urban' area as defined in the NSW Industrial Noise Policy (INP).

The report identifies the following sensitive receivers, from where assessment has been undertaken:

- Pier 8/9 Apartments
- "Saunders Wharf" Apartments
- Workplace 6 Office Building (Under Construction)
- "Watermark Tower", 2 Jones Bay Road
- "Talentino Restaurant"
- 9A Union Street
- 115 Pyrmont Street
- 13A Union Street
- 33 Union Street

The following noise generating components of the project were identified:

- Mechanical Plant
- Pirrama Road Porte-Cochère
- Pirrama Road Café/Retail Area
- Restaurant Areas on Pirrama Road Frontage
- Restaurants in Pedestrian Arcade (Northern)
- Retail in Pedestrian Arcade (Southern)
- Hotel Lobby
- Hotel Porte-Cochère
- Outdoor Gaming Terrace (Eastern)
- Outdoor Gaming Terrace (Southern)
- Night Venue
- Conference facilities

Based upon relevant noise criteria, predicted operational noise levels from the project, including on-site traffic, external traffic noise, and noise from retail areas, hotel and entertainment venues where found to generally comply with the criteria. However, the criteria could be exceeded at some receivers during certain time periods. The report concludes that predicted construction noise levels from the development will generally exceed the noise criteria at surrounding receivers, unless management measures are implemented.

It will therefore be necessary to incorporate acoustic treatment, noise control, and good acoustic design principles, as appropriate, coupled with effective management of the noise produced from the development to sufficiently control the noise impact of the project.

A detailed Noise and Vibration Management Plan is proposed to implement such measures.

### 6.14 Reflectivity

In view of the extensive glazing proposed within the Pirrama Road facade, a reflectivity report has been prepared by Bassett (see Appendix S). The report identifies 8 key locations from where it analyses reflectivity impacts.

Figure 17 – Reflectivity – Analysis Locations



#### 6.14.1 OP1 – Intersection of Pirrama Rd and Murray St (looking northwest along Pirrama – motorist)

As drivers head north-west round the bend in Pirrama Road adjacent Pier 7, the view of the new proposed glass façade will be obscured by the dense foliage to be retained on the eastern side of Pirrama Road.

#### 6.14.2 OP2 – Intersection of Pirrama Rd and Edward St (looking northwest along Pirrama – motorist)

As drivers head north-west along Pirrama Road past Edward Street there will be solar reflections from late April to end of July between 1030 and 1130 hours. The angle of incident radiation will not be in the critical 60 degrees and over zone which means the glass will reflect some light but will not be dazzling.

### 6.14.3 OP3 – Park Directly opposite proposed Pirrama Road entry (looking southwest– public domain)

There will be reflections towards this point from mid October to late February between 1030 and 1300 hours (not allowing for daylight savings). The angle of incident radiation will not be in the critical 60 degrees and over zone which means the glass will reflect some light but will not be dazzling.

### 6.14.4 OP4 – Darling Harbour Wharf 10 (looking west– pedestrian)

There will be some reflected sunlight from late September to late November and again early February to mid March between 1030 and 1130 hours. During this period the angle of incident radiation will be in the critical 60 degrees and over zone which means the glass will act like a mirror.

Retained large trees on the eastern side of Pirrama Road will screen some of this reflection. Furthermore, the curvature of the glass will reduce the overall size of the reflected sun image, and as the distance from the reflecting surface increases the angular size appears less and is less disturbing than if the view was much closer. However, amelioration of these reflections will be required.

### 6.14.5 OP5 – Darling Harbour Wharf 10 (looking west– residences)

During December at approximately 1100 to 1115 hours (no allowance for daylight savings) there will be solar reflection in the critical 60 degrees and over zone which means the glass will reflect an intense

image of the sun. For the remainder of the façade, which is closer to the vertical, there will be reflection off this area between the end of August and the end of October as well as mid February to mid April

between 0630 and 0730 hours (no allowance for daylight savings time). However, the sun will be close to perpendicular to the glazing and therefore the strength of the reflection will be determined by the reflection properties of the selected glass. Amelioration of this reflection will be required and low reflective glass would be an advantage.

### 6.14.6 OP6 – Lime and Erskine St (King St Wharf looking west– public domain)

Reflections to this location are obscured by Darling Harbour Wharves 9 & 10.

### 6.14.7 OP7 – Lime and King St (King St Wharf looking west– public domain)

There is no reflection from the façade area that is inclined at approximately 80 degrees. However, there would be solar reflection from the canopy area from the beginning of June to end of August and from mid April to mid July from 1130 to 1200 hours (no allowance for daylight savings time). While the reflections off the canopy will be in the critical 60 degrees and over zone, they will be a very small angular size when viewed from such a distance.

### 6.14.8 OP8 – Eastern end of Pyrmont Bridge (looking west– pedestrian)

Reflections to this location are obscured the Maritime Museum Building.

### 6.14.9 Conclusion

Detailed façade design will be required to confirm and ameliorate the full extent of potential rogue reflections resulting from the proposed glazed façade to Pirrama Road. A commitment is proposed (see Appendix K) to submit further detail and analysis for separate approval in this regard, with particular regard to the selection of glazing types and mounting angle to ensure that no unreasonable solar reflections impact upon locations OP2, OP4 and OP5.

## 6.15 Ecologically Sustainable Development

Environmental performance of the new Hotel development will be measured according to the following methodology prepared by Cundall (see Appendix T), which encourages environmental sustainability across a broad range of environmental indicators.

Unlike commercial buildings there is currently no Green Building Council approved rating tool for benchmarking the overall environmental performance of a Hotel building. However the Green Star commercial building principles are still applicable to many applications in a Hotel. As such the Green Star rating tool will be considered when applying ESD initiatives to the project.

The new NABERS Energy and Water Rating for Hotels will also be considered throughout the design of the new hotel development, however as the exact targets of this are not finalised yet, consideration will be given to cogeneration / trigeneration, onsite renewables, and/or blackwater recycling as means of achieving a 4 Star rating for the new hotel when the official tool is released.

The design response to sustainability is explained in the ESD Report according to the pertinent environmental indicators, which include management, indoor environmental quality, energy, transport, water, land use and ecology, materials and emissions to land, water and air.

The principles outlined in the Green Star assessment tool will be incorporated where possible as an approach to achieving a development which has high ESD credentials. By achieving a strong energy and water strategy with a combination of other appropriate measures results in a well balanced environmental outcome for the development. A 5 Star rating (the highest available) under this proposed rating scheme is not possible at this stage as the benchmarks and targets of this scheme have not been published. It is also important to note this project is a mixed use development with a large portion of internal refurbishment that will not include replacement of all systems and as such setting targets need to reflect the scope of works proposed.

The following table outline the environmental initiatives proposed, categorised according to the Green Star credit category headings.

| Green Star Category          | ESD Initiatives – Hotel.  |
|------------------------------|---|
| Management                   | <ul style="list-style-type: none"> <li>Environmental Management Plan during construction and operation</li> <li>Building user guide</li> </ul>  |
| Indoor Environmental Quality | <ul style="list-style-type: none"> <li>Increased fresh air supply</li> <li>Carbon dioxide sensors</li> <li>Avoidance of Volatile Organic Compound emissions</li> <li>High levels of daylight atrium lobby</li> <li>High frequency electronic ballasts</li> <li>Efficient Air conditioning</li> <li>Maximise External Views</li> </ul> |
| Energy Conservation          | <ul style="list-style-type: none"> <li>Energy monitoring</li> <li>Room air conditioning linked to point of sale system</li> <li>Mixed mode ventilation</li> <li>High performance facade</li> </ul>  |
| Transport                    | <ul style="list-style-type: none"> <li>Good public transport links</li> <li>Transportation and Travel Guide</li> <li>Provision of cyclist facilities for staff</li> </ul>   |
| Water Conservation           | <ul style="list-style-type: none"> <li>High Efficiency fittings</li> <li>Alternative Sources – rainwater storage, grey water and black water recycling systems</li> </ul>   |
| Materials                    | <ul style="list-style-type: none"> <li>Preference for environmentally responsible materials</li> <li>Low embodied energy &amp; high recycled content</li> <li>Minimise Volatile organic compounds</li> <li>Dedicated waste recycling room</li> </ul>  |
| Emissions                    | <ul style="list-style-type: none"> <li>100% of all refrigerants will have an Ozone Depletion potential of zero.</li> <li>Integrated refrigerant leak detection</li> <li>Filtered stormwater runoff</li> </ul>   |

| Green Star Category          | ESD Initiatives – Casino.   |
|------------------------------|---|
| Management                   | <ul style="list-style-type: none"> <li>Environmental Management Plan during construction and operation</li> <li>Building user guide</li> </ul>  |
| Indoor Environmental Quality | <ul style="list-style-type: none"> <li>Increased fresh air supply</li> <li>Carbon dioxide sensors</li> <li>Avoidance of Volatile Organic Compound emissions</li> <li>High levels of daylight atrium lobby</li> <li>High frequency electronic ballasts</li> <li>Efficient Air conditioning</li> <li>Maximise External Views</li> </ul> |
| Energy Conservation          | <ul style="list-style-type: none"> <li>Energy monitoring</li> <li>Room air conditioning linked to point of sale system</li> <li>Mixed mode ventilation</li> <li>High performance facade</li> </ul>  |
| Transport                    | <ul style="list-style-type: none"> <li>Good public transport links</li> <li>Transportation and Travel Guide</li> <li>Provision of cyclist facilities for staff</li> </ul>   |
| Water Conservation           | <ul style="list-style-type: none"> <li>High Efficiency fittings</li> <li>Alternative Sources – rainwater storage, grey water and black water recycling systems</li> </ul>   |
| Materials                    | <ul style="list-style-type: none"> <li>Preference for environmentally responsible materials</li> <li>Low embodied energy &amp; high recycled content</li> <li>Minimise Volatile organic compounds</li> <li>Dedicated waste recycling room</li> </ul>  |
| Emissions                    | <ul style="list-style-type: none"> <li>100% of all refrigerants will have an Ozone Depletion potential of zero.</li> <li>Integrated refrigerant leak detection</li> <li>Filtered stormwater runoff</li> </ul>   |

A Sustainability Plan detailing the above measures, and performance indicator commitments will be submitted under separate cover.

In summary, the proposed strategy for this development is a high level of ESD initiatives influenced by both the Green Star and ABGR (NABERS energy) rating systems. The Hotel has the biggest potential for energy and water savings as it is a new build, however significant savings are also being targeted for the Casino refurbishment. A combined strategy where possible will be sought which will be beneficial to both Hotel and Casino. In order to target a 4.5 Star rating in the NABERS Energy for Hotels scheme, consideration will be given to cogeneration / trigeneration and/or onsite renewables.

The ESD Report demonstrates that although official ratings tools are not specifically applicable to this development, the general principles can still be applied and an equivalent high performance development can be targeted.

### 6.16 Social Impact Assessment

Urbis has conducted an assessment of potential social impacts generated by the project (**Appendix U**). The following have emerged as key considerations for the project in terms of potential for social impact.

- Crime and Safety** - while there are no major concerns in relation to levels of crime, safety and security in Pyrmont, the incidence of crime in basement car parking is noteworthy in comparison to on-street and above ground parking. According to Police, the Casino has a comparable incidence of car theft and theft from motor vehicles with to other car parks in the area. While it is understood that this is predominantly a police enforcement issue, there may be potential for innovative design solutions.
- Commercial and Retail Business** – businesses consulted did not express any significant concern about the development and were largely positive about the refurbishment and extension of the Casino, noting that it 'looks tired'. Some businesses looked favourably upon the Casino upgrade with an anticipated increase in passing clientele resulting in improved sales/profit. The following were the primary concerns raised during consultation by local business people: potential disruption caused to nearby business during the construction phase; desire for the new retail arcade to host retail offer that is complementary rather than competitive to existing Pyrmont business; and possible noise impact of vehicles entering/exiting the site and increased traffic during the development phase.

The overall community response to the retail arcade (particularly the dining and bars) was very positive. It was remarked that this might become an entertainment 'laneway' that would appeal to local residents who currently go to Darling Harbour or into the City for wine bars, music and dining (the new liquor licensing laws were expected to contribute to this activation).
- Amenity for Local Residents** – Although a slimline design has been chosen for the hotel, a few neighbouring residents have raised concerns about the potential for it to overshadow their properties. Other issues that residents

would like to be informed about included the perceived need for traffic calming measures; the concern that the demand for parking may increase; the potential for additional noise caused by additional cars entering and exiting the basement car park; and the height of the proposed hotel.

- Provision of Support Services** – Community and welfare groups want to be reassured that the Casino support services for problem gambling and drug and alcohol abuse will remain adequate.

Residents and businesses were eager to be kept informed of progress, and to have further opportunities to comment on the designs following submission to the Department of Planning.

### 6.17 Economic Assessment

Urbis have prepared an Economic Impact Assessment of the project, with specific regard to the impacts of the proposed hotel and retail components of the projects upon surrounding similar businesses (**see Appendix V**)

#### Retail Impacts

It is expected that the increased turnover of the proposed retail expansion will come from a range of sources; local Pyrmont residents; a broader local area; Pyrmont workers; Star City Hotel visitors and Casino visitors (which includes gaming patrons, theatre goers, conference delegates and tourists).

While economic modelling indicates a small one-off impact on existing retailers in Pyrmont, it is important to note trade in the area is growing and the impacted turnover of surrounding retailers at the time the proposed retail commences trading will be above current levels, and the un-impacted (no development) trading level will be reached before 2015 (i.e. the development impact is the equivalent of slightly over a years growth).

An even smaller impact upon Darling Harbour retailers, and a negligible impact upon Sydney CBD retailers is predicted.

#### Hotel Impacts

In the Inner Sydney area, some 73 hotels of 4 – 5 star standard exist. They currently experience exceptionally strong occupancy rates, around 80%. In total they generate some 4.8 million guest nights. It is estimated that the new hotel will generate about 88,000 hotel guest nights that will be diverted from the existing offer.

The new hotel is expected to lower occupancy in the local Sydney hotel market by 1.4%.

#### Overall Impacts

Overall, these impacts can be considered only minor and based on a worst-case scenario. Overall, retailers won't be worse off after the development than they are now, while occupancy rates in competing hotels are expected to remain very high.

Further, a range of general economic and social benefits occur as a result of this increased competition including:

- Strengthening entertainment and tourism role of Pyrmont and Darling Harbour;
- Provision of an additional range of products, including food and beverage, non-food items and services as well as adding retailers that may not be currently available within the Pyrmont area;
- Additional consumer choice, leading to less escape spending from the local area;
- Strengthening the activity along Union Street, which will provide better connections to the main local retail strip on Harris Street;
- Greater consumer choice in the hotel sector, potentially forcing prices down and thus stimulating visitation;
- It will encourage rejuvenation of the local hotel offer; and
- Increased efficiencies generally in the hotel sector.

#### Economic Benefits

The development will have a range of local and state economic benefits. The key benefit is the employment generated as a result of the significant development investment. It is estimated that:

- Over 4,100 jobs will be created in the construction phase of the development (over a three year period);
- About 900 jobs will be created (annually) once the development is completely operational;
- Further employment will be generated through the increased gaming floorspace in not just gaming staff but support and administration staff.

### 6.18 Accessibility

The proposed development will provide a consistent accessible environment through detailed design and planning of integrated network of paths of travel. This will include the provision of appropriate continuous accessible entrances, paths of travel, circulation areas, signage, handrails, tactile ground indicators, stairs, ramps, lifts, accessible toilet facilities, accessible services and amenities, accessible car parking, accessible pedestrian and transport linkages.

Morris Godding Accessibility Consulting have advised (**see Appendix W**) that the design of the project is capable of being finalized before the Construction Certification application to meet the requirements of the City of Sydney Access DCP 2004.

The main areas of assessment with the deemed to satisfy provisions and performance requirements of the Building Code of Australia 2008 are as follows:

- Federal Disability Discrimination Act (DDA)
- Building Code of Australia (BCA) Part D3
- AS 1428.1 - (80% of people with disabilities accommodated)
- AS 1428.2 - (90% of people with disabilities accommodated)
- AS 1428.4 - (Tactile Ground Surface Indicators)
- AS 1735.12 - (Lift facilities for persons with disabilities)
- AS 2890.1 - (Car Parking)
- City of Sydney Access DCP (2004)

### 6.19 Construction Management

A Preliminary Construction Management Plan has been prepared by APP (see **Appendix X**). The Preliminary Construction Management Plan will be used as a reference document that provides the framework to ensure that construction work on the site does not adversely affect the health, safety, amenity, traffic or the environment of the public, neighbours, staff and employees. The Contractor will be required to submit a detailed Construction Management Plan to the satisfaction of NSW Department of Planning prior to the commencement of works on site.

The preliminary construction management plan is a dynamic tool that will be monitored and reviewed to ensure that its operation and objectives are carried out by the Contractor in its obligation to construct the works in accordance with this construction management plan. The nature of construction works will result in there being events undertaken in the immediate vicinity that will differ from the standard conditions in the surrounding environment. Disruption where it can not be avoided is proposed to be kept to a minimum and controlled in a safe and orderly fashion as outlined in this preliminary construction management plan.

The Preliminary Construction Management Plan includes an erosion and sediment control plan prepared by TTW.

### 6.20 Electrical and Telecommunications Services

Bassett Consulting Engineers have reviewed the availability of electrical and telecommunications services to the site (see **Appendix Y**).

#### 6.20.1 Electrical Services

Consultation between Bassett Consulting Engineers and Energy Australia has commenced with regards to the development works at Star City Casino. Energy Australia is in the process of providing information to assist in determining the necessary upgrades to the existing electricity supply for the development.

#### 6.20.2 Telecommunications

Bassett Consulting Engineers have commenced negotiations with Telstra on the necessity to augment any street infrastructure. At this stage Telstra have not indicated that any areas in the network requiring enhancement or augmentation.

The existing Casino development consists of a Building Distributor and MDF located on level 4. This building distributor distributes both fibre and copper cabling throughout the site.

Telstra have stated that the nearest exchange they would use to service the site is the Glebe exchange. This exchange is located on the corner of Campbell Street and St Johns Road. Access to the site from the Glebe exchange will be via a Telstra node located on Union Street. Discussions with Telstra confirm that there is currently 200 copper pairs available within the street for connection to the site.

A new building distributor (MDF) is planned for the new Hotel building. This building distributor is to be serviced via a new copper / fibre optic connection via the conduit network located in Union Street.. A copper telephony service shall be initially provided for this development. Fibre Optic cabling may be provided once the need for data services to the site is established.

### 6.21 Water, Stormwater, Sewerage and Gas Services

Steve Paul and Partner have prepared a 'Hydraulic Services' Report that reviews the availability of, and proposed augmentation / amendment to water, stormwater, sewerage and gas services to the site (see **Appendix Z**).

#### 6.21.1 Water Services

The existing Casino is provided with domestic and fire fighting water supply from the 250mm water main that is located in Jones Bay Road. A 200mm water main is available for connection in Edward Street. The proposed hotel will be fed from a new independent connection from the 200mm Edward Street water main.

A preliminary Section 73 Application has been made to Sydney Water's Service Officer by Bassett Consulting Engineers. As part of the original Star City Casino project, Sydney Water allowed connection to the water mains that surrounded the site and a sewer connection was provided in a central position along the Pirrama Road frontage. Following project approval a further Section 73 Application shall be made to confirm Sydney Water's requirements for project.

#### 6.21.2 Stormwater

The casino site currently discharges to the two existing seawater cooling conduits that formed part of the former Pyrmont Power Station. As detailed in the Hydraulic Services Report, this infrastructure has adequate capacity to serve the expanded floor and terraced areas of the proposed project.

The Switching Station site was provided with a new 600mm stormwater main as part of the City West upgrade. This main drains to the southern seawater conduit via a 1,050 & 750 mm stormwater mains and has a capacity of 820 litres/sec, which is adequate to drain the 357 litres/se calculated Q100 discharge of the hotel.

Initial discussions with Sydney Water Corporation have confirmed that stormwater detention is not required and a pre-submission Section 73 Application has been lodged with Sydney Water Corporation.

The proposed onsite stormwater concept is indicated at **Appendix D**. All stormwater discharged from the site will pass through a pollution control device, which will consist of a stormwater harvesting tank that will be configured to act as a silt and oil arrestor. The car park drainage / sub-soil system shall also be fitted with an oil separator and silt arrestor prior to discharging into the internal stormwater drainage system.

As the site is located higher than the surrounding sites, and is surrounded by roadways that generally fall away from the site, the site is provided with a natural 1 in 100 flood path along Union and Edward Streets. Overland flow will therefore not be a factor requiring further consideration.

#### 6.21.3 Sewerage

##### Casino Site

The existing Star City Casino drains via a 300mm sewer connection to the 375mm Sydney Water sewer main that is located centrally on the Pirrama Road frontage and a 225mm sewer connection that drains to a 300mm sewer main in Edward Street. The 225mm sewer connection drains the Lyric Theatre, DAF Grease Waste Treatment Plant, the serviced apartments and a section of the retail component of the Casino. The capacity of the 225mm sewer connection is 4,500 fixture units (FU) - the total connected load for this connection is 2,090 FU. This results in a spare capacity of 2,410 FU. This sewer connection was not part of the original Casino development and was added due to difficulties encountered by draining the remote southern sections of the Casino. This additional sewer connection resulted in the 300mm sewer connection having spare capacity.

The 300mm sewer connection drains the remainder of the Star City Casino, with the exception of the SELS Heritage Building that drains to Pyrmont Street. The capacity of the 300mm sewer connection is 11,400 FU with the total connected load for this connection being 7,188 FU. This results in a spare capacity of 4,212 FU.

The existing sewer connections have more than adequate capacity to drain the proposed extension / refurbishment elements of the project.

##### Switching Station Site

The Switching Station Site is served by a 225mm sewer main with a capacity of 4,500 FU. The expected sewer discharge of the hotel is 2,110 FU. This results in a spare capacity of 2,390 FU. The existing Sydney Water sewer connection therefore has more than adequate capacity to drain the proposed hotel.

### 6.21.4 Gas Services

A 150mm secondary (1050Kpa) high pressure gas main exists in Pirrama Road and Edward Street and currently supplies the casino with natural gas. It is proposed that the new hotel will be fed from the existing high pressure service, with a separate new gas regulator and meter assembly being installed within the existing gas meter room that is located on the Edward Street frontage. Discussion with Alinta has indicated that the existing connection has adequate capacity for the project.

### 6.22 Building Code of Australia

A Building Code of Australia Capability Statement has been prepared for the project by Phillip Chun and Associates (see Appendix AA).

The statement concludes that the proposal:

*"is capable of being finalised ... so that it meets the requirements of the Deemed-to-Satisfy Provisions and/or Performance Requirements of the Building Code 2008."*

### 6.23 Fire Engineering

Arup has prepared a Fire Engineering Report (see Appendix D). The report details a fire strategy that aims to achieve:

- new works that meet the fire safety Performance Requirements of the current BCA;
- no adverse impact on the existing and retained parts of the building as a result of the new works;
- maintaining or improving the standard of fire safety in the existing parts of the casino building.

Egress from the Main Gaming Floor and Mezzanine will be affected by the removal of the 'Spanish Steps' from the north-eastern façade of the building. The proposed strategy involves new exits from these levels along the Pirrama Road side of the building in place of the Spanish Steps, although the new exits will not be as wide as the existing 'Spanish Steps'. Preliminary analysis indicates that queuing times at these new exits are in line with international practices such as those given within the Guide to Safety at Sports Grounds (Green Guide) by the Department of National Heritage whose recommendations will be considered in achieving compliance with DP4 of the BCA. The remaining levels of the casino and hotel will be assessed in a similar manner and preliminary reviews indicate appropriate exit widths can be achieved.

#### Smoke Control

The smoke management system for the building has also been reviewed. The current system divides the Main Gaming Floor into smoke compartments not larger than 3500m<sup>2</sup>, each provided with smoke exhaust at a rate of 40m<sup>3</sup>/s in

order to prevent the smoke layer dropping below the downstands that form the smoke reservoirs (at approximately 7m above the floor level). The other floors of the building are designed using a similar approach. It is proposed to maintain the current approved smoke exhaust strategy for the main gaming floor and levels above, extending the coverage to encompass the new works. Additional smoke zones will need to be created to provide exhaust to these new areas, with similar capacities to the existing zones. These smoke zones may need to be refined in the process of further design and analysis.

For the retail level, enclosure of the street will create a mall and this can be dealt with using smoke control measures that are standard practice in such environments.

#### Additional Fire Safety Issues for Consideration

Additional issues that will need to be considered in the fire safety design for the completed development will include the incorporation of a three-storey void in the new hotel and the provision of glazed stairs in a path of egress. As the hotel will link with the casino, those lower levels that are open to the casino will need to be addressed with regards to fire separation, egress and smoke management strategies.

The entire fire safety strategy will be refined and documented over the coming months. In accordance with the International Fire Engineering Guidelines, this refining process will take the structure of the development of a fire engineering brief (FEB) to outline the scope of works for the fire engineering analysis and methods used to address these issues. Consultation with stakeholders will be required in the determination of acceptance criteria to be included in the fire engineering assessment (FEA). This document will elaborate on the FEB and include all analysis, comparing results with the previously determined acceptance criteria and the Performance Requirements of the BCA.

ARUP have concluded that performance based fire engineering can deliver a building design that meets the Performance Requirements of the BCA.

### 6.24 Audit of 1997 Casino Consent

As required pursuant to the Director General's Environmental Assessment Requirements, an audit of compliance with the 1997 consent for the original casino is included at Appendix BB.

## 7 CONCLUSION

Star City Casino employs around 3000 people and attracts about 8.5 million visitors a year. It is one of the State's biggest tourism destinations and is vital to the perception of Sydney as a world class destination, both domestically and internationally. However:

- It is now 11 years since the Casino was opened and comprehensive upgrading is required to remain competitive within the constantly evolving world casino market.
- The massive stairs to Pirrama Road do not engage with the waterfront, and the existing arcade has not performed well in either retail terms or as a public through site link.
- The former 'Switching Station' part of the site has never been developed and remains vacant.
- Hotel vacancy occupancy rates in Sydney are amongst the highest in the world at 80.9% (YTD April 2008).
- Tabcorp and the NSW Government have recently concluded negotiations which will see Star City remain the only casino in NSW for a further 12 years. The cap on the number of gaming tables has also been lifted, subject to Casino Control Authority approval.

In view of this, the Project Application seeks approval for:

- A new 309 room hotel with ancillary lower level retail, gaming and conference facilities on the currently vacant 'Switching Station' site.
- 500 additional basement car parking spaces to be accessed via the existing Casino car park.
- Re-development of the retail arcade through the ground floor level of the building, linking Pyrmont Bay Park to the intersection of Union and Pyrmont Streets, and to Jones Bay Road.
- The redevelopment of the eastern (Pirrama Road) portion of the casino building currently occupied by large external stairs to contain additional restaurants, retail outlets, gaming space, other entertainment and tourist related facilities and a driveway providing a new vehicle drop-off to the Casino.
- Works on the exterior of the existing tower buildings to enhance their external appearance.

The proposed new hotel and redevelopment of existing buildings can be achieved without any significant adverse environmental impacts. Under relevant planning controls the site is required to be developed for 'casino or complementary' development and all aspects of the project are permissible. While the proposed hotel building adopts a taller, more slender form than originally envisaged in the former master plan for the site, the total amount of development proposed is consistent, and the hotel tower will remain noticeably lower than the two existing towers. In conjunction with the proposed low scale 'podium' building to Union Street, this design concept will mediate between the height of the existing towers and the lower scale of surrounding buildings.

The new arcade and active street front uses will enliven the locality and improve the range of services available to casino guests and residents. Car parking is proposed to be proportionally increased to reflect the additional facilities on the site, and detailed traffic modelling demonstrates that this will not adversely affect surrounding streets.

The new façade to Pirrama Road and recladding of the existing towers will update the casino, creating an integrated contemporary appearance, and a more positive connection with the foreshore.

No significant adverse environmental effects are anticipated and the project will significantly improve the range of facilities and the appearance of the Casino, and reinforce the role of Sydney as a world class destination.

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