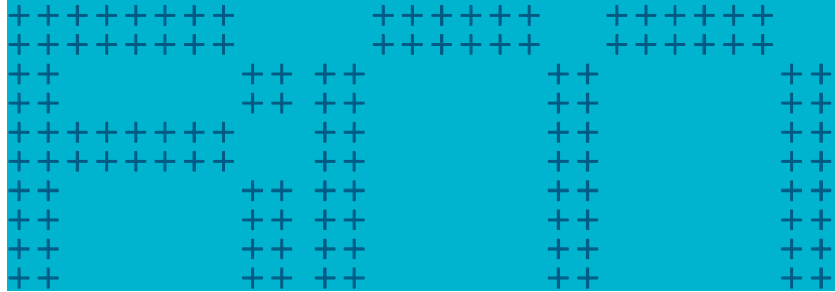
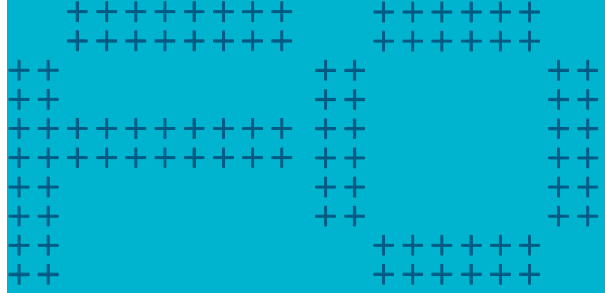
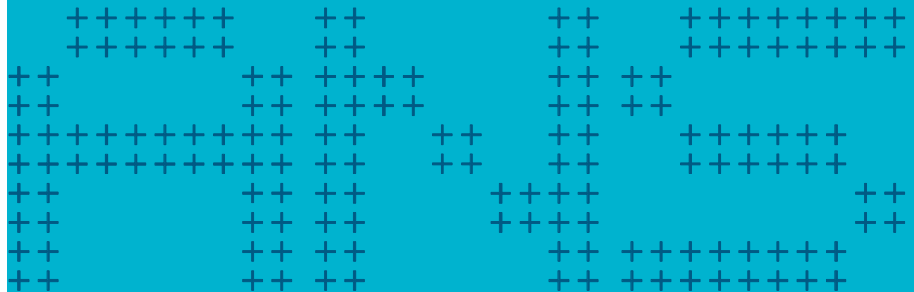
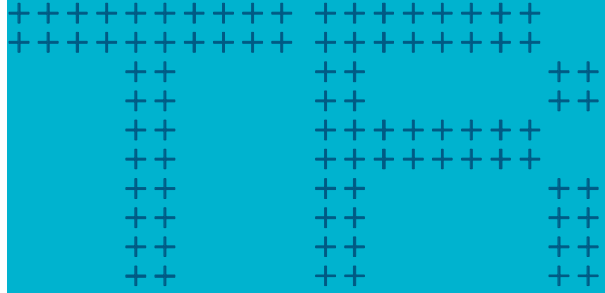


Heritage Impact Statement

Project Star

September 2008





Heritage Impact Statement

Project Star

Prepared for Sydney Harbour
Casino Properties Pty Ltd

September 2008

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Executive Summary	i
1 Introduction.....	1
1.1 Background	1
1.2 Site Location.....	1
1.3 Methodology.....	2
1.4 Author Identification	2
1.5 The Proposal	2
2 Site Description	4
3 History	7
4 Assessment of Significance.....	8
4.1 Assessment Criteria.....	8
4.2 Statement of Significance – Pyrmont Conservation Area.....	9
5 Heritage Impact Assessment	10
5.1 Statutory Controls.....	10
5.1.1 Sydney Local Environmental Plan 2005	12
5.1.2 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005.....	14
5.1.3 Urban development plan for Ultimo Pyrmont	14
5.1.4 City of Sydney Heritage Development Control Plan 2006	15
5.2 Assessment of Heritage Impact	18
6 Conclusion and Recommendations	20
7 Bibliography and References.....	1
7.1 Bibliography.....	1
7.2 References	1
FIGURES:	
Figure 1 – Location of the Star City site.....	1
Figure 2 – Aerial view of Star City and Switching Station site.....	2
Figure 3 – Existing Star City Complex with Switching Station site in foreground.....	4
Figure 4 – Streetscape views	4
Figure 5 – Surrounding Heritage Items.....	5
Figure 6 – Surrounding Heritage Items.....	5
Figure 7 – Heritage Map	11
Figure 8 – Site in relation to Pyrmont Conservation Area	12
TABLES:	
Table 2 – Heritage Significance.....	8
Table 3 – Relevant LEP clauses.....	12
Table 3 – Relevant REP clauses	14
Table 4 – Relevant DCP provisions.....	14
Table 5 – Relevant HIS questions	17

Executive Summary

The following HIS has been prepared to assess the impact of proposed new works at the Star City site. The Heritage Impact Statement concentrates primarily on the assessment of the proposed new hotel development on the area known as the Switching Station site, as it is located in the immediate vicinity of a number of heritage items. The site has recently been the subject of a Design Competition, with the current design developed from the winning scheme in collaboration with the panel.

The HIS also addresses the impact of works that have a lesser impact on the surrounding Heritage Items, namely the proposed façade upgrade of the existing towers, the proposed alterations to the Pirrama Rd façade, and the provision of an additional plant room adjacent to the northern flytower.

The report concludes that the main impact of the proposed hotel development on the Switching Station Site 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. 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:

- The 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 HIS concludes that the impact of the recladding of the existing towers has minimal impact on the surrounding heritage items, and that the additional plant room adjacent to 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.

1 Introduction

1.1 Background

Urbis has been engaged by Sydney Harbour Casino Properties Pty Ltd, to prepare the following Heritage Impact Statement. The proposal is for works to upgrade the facades of the existing Star City towers, alterations to the Pirrama Rd façade, provision of an additional plant room adjacent to the northern flytower, alterations and additions to signage on the site, and construction of a new hotel of the former Switching Station site.

The former Switching Station site is located adjacent to the Pyrmont Conservation Area and adjacent to a number of heritage items, and the Star City complex itself is surrounded by a number of heritage items. In October 1997, the Minister for Urban Affairs and Planning granted consent for the erection of a function centre with 550 car parking spaces and retail uses on the Switching Station Site. However, the scheme did not proceed and the consent has now lapsed. The site has since been the subject of a Design Competition, with the current design developed from the winning scheme in collaboration with the panel.

1.2 Site Location

The Star City complex is located on the block bounded by Pyrmont St, Jones Bay Rd, Pirrama Rd, Edward St and Union St in Pyrmont. The site that is most likely to impact on heritage items, the former Switching Station site, is at the southern end of this block, bounded by the existing casino, Edward St, Union St and Pyrmont St.

Figure 1 – Location of the Star City site



[Source:Urbis, Environmental Assessment Report Project Star, July 2008]

Figure 2 – Aerial view of Star City and Switching Station site



[Source: Google Maps]

1.3 Methodology

This Heritage Impact Statement has been prepared in accordance with the NSW Heritage Manual 'Statements of Heritage Impact' (2002) and 'Assessing Heritage Significance' (2001) guidelines.

The philosophy and process adopted is that guided by the Australia ICOMOS Burra Charter 1999.

The subject proposal has been assessed in relation to the relevant controls and provisions contained within the Sydney Local Environmental Plan 2005, the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, the Urban Development Plan for Ultimo Pyrmont, and the City of Sydney Heritage Development Control Plan 2006.

1.4 Author Identification

The following report has been prepared by Jennifer Faddy (Associate Director). Stephen Davies (Director) has reviewed and endorsed its content.

Site photographs were taken by Jennifer Faddy.

1.5 The Proposal

The proposed works designed by The Buchan Group and Cox Richardson include:

- A new 309 room hotel with ancillary lower level retail, gaming and conference facilities on the currently vacant 'Switching Station' site (bounded by Edward, Union and Pyrmont Sts);
- 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, a ceremonial entry and a driveway providing a new vehicular drop-off to the Casino;
- Works on the exterior of the existing tower buildings to enhance their external appearance.

This Heritage Impact Statement concentrates primarily on the assessment of the proposed new development on the area known as the Switching Station site, as it is located in the immediate vicinity of a number of heritage items.

The impact of the Pirrama Rd works is limited to views looking west from parts of Sydney Harbour and from the western edge of the city looking west, and this assessed against the provisions of the REP (Sydney Harbour Catchment) 2005.

For a detailed description of the proposed works, refer to the Star City Project Star Environmental Assessment Report July 2008 by Urbis, and Vol 1 (Appendix F and Appendix G).

This report was written with reference to the architectural drawings contained in Appendix F and Appendix G of Volume 1 of the abovementioned Environmental Assessment Report.

2 Site Description

Figure 3 – Existing Star City Complex with Switching Station site in foreground



The existing Casino buildings on the site were constructed more than 10 years ago, and are constructed of masonry panels with glazed balconies. The podium is also predominately masonry. The complex is a dominant element in selected views from Cockle Bay and the Pymont Bridge, from parts of the Harbour around Barangaroo and Jones Bay, and when viewed from the western edge of the City. The scale of the existing buildings contrast with the fine grain of Pymont Ultimo as it exists further to the west and north of the site, and relates more to the scale of the buildings in Darling Harbour.

Figure 4 – Streetscape views



Picture 1 – Pymont St looking north



Picture 2 – Union St Looking West

In the above photos the Star City complex is seen on the right of each photo

Figure 5 – Surrounding Heritage Items



Picture 3 – 31-33 Union St



Picture 4 – 50 Union St

Figure 6 – Surrounding Heritage Items



Picture 5 –Patternoster Row Terraces and civic square



Picture 6 – 95 Pymont St and adjacent buildings

The Pymont Conservation Area, which contains the listed buildings in Pictures 5 and 6 above, is described below:

This area comprises predominantly 19th Century 2 storey residential and commercial streetscapes, of diverse and substantially intact character of the 1860s and 1870s development of Pymont. Highlights are corner hotels (The Dunkirk, Quarryman's Hotel, and institutional buildings such as the former Pymont Post Office). Demonstrates evidence of the consolidation of the expansion of the Victorian working class population with large blocks of terraces on Bulwara, Mount and Harris Streets, adjacent to the main retail node at Harris, Miller and Union Streets. The area includes shops, hotel, bank and Post Office centred on a public square (Union Square) which is the main pedestrian entry to the area from the City. The area features sandstone kerbing and common stairs cut into rock.

Street Ratings

Paternoster Row - narrow, laneway width street with no street tree planting. On the eastern side the street is characterised by the rear of shop sites fronting Pymont Street, and several residential infill developments (18-20 and 26-28 Paternoster Row). On the western side there are 2 storey mid-Victorian terraces at 1, 3-21, and 23-25 Paternoster Row at the northern end, and the rear of shops fronting onto Harris Street. Modern commercial building at southeastern corner (26-32 Pymont Bridge Road). One detracting 3 storey residential infill development has been constructed at 31 Paternoster Row. Street Rating: B

Pymont Street - wide, heavily trafficked street with substantial street trees (London planes) dominated by relatively intact rows of Victorian Filigree terraces. Street Rating: A

Union Street from Pymont Street to Harris Street - dominated by mid to early Victorian shops and terraces, many sandstone and imposing. Anchored at western end by Union Square (public plaza) and prominent World War I memorial, and the imposing former Pymont Post Office. The street is the main pedestrian entry to the area from the city, leading directly off the Pymont pedestrian bridge. Street Rating: A

(Extract from Pymont Conservation Area listing Inventory sheet, City of Sydney).

3 History

The European history of the Pymont Conservation Area is described as follows:

The first land grants were made in 1794 to John Malone (24 acres) and William Mitchell (18 acres) and in 1795 to Thomas Jones (55 acres). John Macarthur acquired the portion originally granted to Thomas Jones in 1799 and this eventually became the Pymont Estate but remained largely undeveloped. The area was named in 1806 after a popular German spa near Hanover. Following Macarthur's death in 1834, the first plans for subdivision were proposed by his son Edward in London 1836. These were deemed unsuitable and a second plan of 101 lots was devised in 1839. By 1843, most lots south of John Street and some to the north had been sold or leased and developed for residential use. John William Russell, a Sydney shipbuilder, purchased 2 lots fronting Pymont Bay and constructed a shipyard, and similarly shipbuilder Thomas Chowne leased lots fronting Johnstons Bay. In 1844 Pymont was incorporated into the City of Sydney and the early 1850's saw a number of major developments in Pymont and also in Ultimo to a lesser extent.

In 1853, the Sydney Railway Company resumed 14½ acres of the Ultimo Estate for a railway line to and with a terminus at Darling Harbour. Also in 1853 Charles Saunders purchased land from the Harris family for a sandstone quarry on the northwest side of the peninsula. This developed into a substantial operation including a causeway to Darling Island and supplying stone for the construction of a number of major buildings in Sydney including the University of Sydney, Colonial Secretary's Building, Lands Department, General Post Office, and other buildings in Melbourne, New Zealand, Fiji and Canada. Other industries established in the area at the time included an iron foundry. The first Pymont Bridge c1858 (a timber toll bridge from Market Street) stimulated further development in the area. The first school in the area located in Mount Street was opened in 1858 and around the same time a Police Station, Presbyterian and Catholic Churches were established. A bridge was constructed in from Pymont to Glebe across Johnstons Bay c1860. There was significant industrial growth in the area in the 1870's including the City Iron Works and the Colonial Sugar Refinery Company (CSR) in 1878. By the early 1880's Union Square was established as a commercial centre and by 1900 most residential development had ceased by which time the Pymont and Ultimo Power Houses had opened and the new Pymont Bridge had been constructed. Most development in the 20th century was commercial and industrial and included additional woolstores, Pymont Incinerator (1934), flour mills (1940), additional power stations (1955) and the Government Printing Office (1960's).

(Extract from Pymont Conservation Area listing Inventory sheet, City of Sydney).

The listing information for the relevant surrounding heritage items is contained in Appendix A.

4 Assessment of Significance

4.1 Assessment Criteria

The following assessment of heritage significance of the Pyrmont Conservation Area has been prepared in accordance with the 'Assessing Heritage Significance' (2001) guideline from the *NSW Heritage Manual*.

[Note: An item will be considered to be of state or local heritage significance if, in the opinion of the Heritage Council of NSW, it meets one or more of the following criteria.]

Table 1 – Heritage Significance – Pyrmont Conservation Area

Criteria	Description	Significance Assessment
A – Historical Significance	<i>An item is important in the course or pattern of the local area's cultural or natural history.</i>	The area has historic significance as it dates from the key period of development of Pyrmont and the subdivision of grand estates into residential and commercial development.
B – Associative Significance	<i>An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.</i>	The suburb was acquired and developed by the Macarthurs shortly after the original land grants. The Macarthurs subdivided and sold the land in the early 1840s.
C – Aesthetic Significance	<i>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.</i>	The area contains prominent elements in the streetscape and good examples mid to late Victorian residential and commercial buildings demonstrating typical key elements of the style.
D – Social Significance	<i>An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.</i>	The area is particularly significant for its industrial and working class history, with prominent industries being established from the 1870s to the 1960s.
E – Research Potential	<i>An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.</i>	The area is not identified in an archaeological zoning plan and the area has been well researched and it is unlikely that the sites would reveal further information that would contribute to the significance of the area.
F – Rarity	<i>An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.</i>	The area is not rare.
G – Representative	<i>An item is important in demonstrating the principal characteristics of a class of NSW's (or the local area's):</i> <ul style="list-style-type: none"> ▪ <i>cultural or natural places; or</i> ▪ <i>cultural or natural environments.</i> 	The area is a representative example of a mid Victorian commercial/residential working class community and the inner suburbs of Sydney.

4.2 Statement of Significance – Pymont Conservation Area

The Pymont Conservation Area dates from one of the key period of layers for the development of Pymont, as a direct result of subdivision of the Harris and Macarthur Estates in the early 1840s, shortly after the original land grants. It is a good example of a mid to late Victorian working class community consisting of both residential and commercial buildings which are largely intact and make a positive contribution to the streetscape. The area is particularly significant for its industrial and working class history, with prominent industries being established from the 1870s to the 1960s. The area is a representative example of a mid Victorian commercial/residential working class community and the inner suburbs of Sydney.

The City of Sydney Inventory Listing sheets for the individual heritage items in the vicinity of the site are attached as Appendix A. Individual Statements of Significance can be found in these Inventory sheets.

5 Heritage Impact Assessment

5.1 Statutory Controls

In regard to heritage considerations the following Statutory Controls apply:

- Sydney Local Environmental Plan 2005
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 & Sydney Harbour Foreshores & Waterways Area Development Control Plan 2005
- Urban Development Plan for Ultimo Pyrmont

The following instruments do not technically apply to the site, however the proposal has been assessed against the provisions to assist in determining its suitability:

- City of Sydney Heritage Development Control Plan 2006

The Casino site is not located within a conservation area. Item 70 is located on the site (Pyrmont Power Station, Building A at 42 Pyrmont Street, on the corner of Jones Bay Road), however this heritage item is not subject to works under the proposal or affected by works under the proposal.

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

- No 66: Pyrmont Bridge Hotel
- No 123: 86-94 Union St, Terraces
- No. 67: New York Hotel at 50 Union Street (north east corner Union and Edward Streets)
- No. 122: Group of dwellings at 31-33 Union Street (south west corner Union and Edwards Streets)
- No 68: 35 Union St, corner shop
- No 62: 1 Union St, Commercial Building (south east corner of Union St and Paternoster Row)
- No 61: 1 – 21 Paternoster Row (south west corner of Union St and Paternoster Row)
- No 120: Union Square, War Memorial
- No 63: 2-22 Union St, Terraces
- No. 124: Group of dwellings at 91-95 Pyrmont Street.
- No. 71: Schute, Bell, Badgery, Lumby Ltd building at 47-69 Pyrmont Street
- No 83: 27-29 Pyrmont St, Terraces
- No. 132: Warehouses and Terraces 10-18 Pyrmont Street
- No. 102: Escarpment and Fencing to Jones Bay Road
- No. 97: Naval Stores Building at Jones Bay Road, Darling Island

However, only items 67, 122, 68, 62, 61, 120, 63, and 124 are in the direct vicinity of any proposed major works (ie on the Switching Station site).

The Switching Station site is immediately adjacent to the Pyrmont Conservation Area.

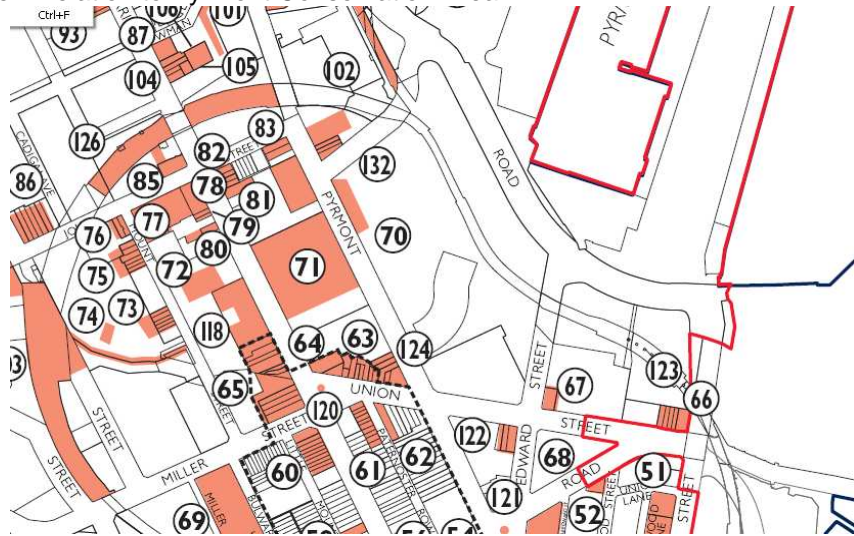
Figure 7 – Heritage Map



[Source: Extract of SLEP 2005 Ultimo Pyrmont Heritage Map

The significance and protection of Sydney Harbour is recognised in the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, with the Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005 providing the ecological and landscape direction for conservation of the qualities of the Harbour.

Figure 8 – Site in relation to Pyrmont Conservation Area



[Source: Extract of SLEP 2005 Ultimo Pyrmont Heritage Map]

5.1.1 Sydney Local Environmental Plan 2005

The proposed works are addressed in the table below in relation to the relevant clauses in the LEP.

Table 2 – Relevant LEP clauses

Clause	Discussion
<p>97 Scale and alignment of building facades Before granting consent to the erection of a building, the consent authority must be satisfied that the scale and alignment of the building facades on the street boundary or boundaries are consistent with the width of the street, any adjoining heritage items and other contextual elements, after having regard to any development plan or development control plan approved by the consent authority.</p>	<p>Development of the Switching Station site involves building primarily to three street frontages due to the wedge shape of the site. The proposal provides for the street wall of Union St to be created following the street alignment, with entry points (open corner and stairs) at the corner of Pyrmont St and Union St, and at the corner of Edward St and Union St.</p> <p>Pyrmont and Edward Sts have an existing street wall formed by the existing Casino building. The parapet height of the proposed podium that forms the street wall around the Switching Station site is 12-15m from street level to relate to the height of the existing parapets on Pyrmont and Edward Sts. There are a number of openings proposed in the podium at ground level – including the two pedestrian entries, hotel lobby and retail facilities.</p> <p>The major works proposed for Pirrama Rd include a glazed podium addition of five levels with a curved glass structure to mark the central Pirrama Rd entry. There is no historical context in this part of the site, although the works will be clearly visible from some parts of the Harbour, the significance of which is recognised under REP (Sydney Harbour Catchment) 2005.</p> <p>In addition, a minor extension of plant adjacent to the northern flytower is proposed near the corner of Pirrama Rd and Jones Bay Rd.</p>

<p>Planning Principles (8) Heritage The items and areas of heritage significance in Ultimo-Pyrmont are to be conserved and enhanced. New development is to complement the character of heritage items and conservation areas. The re-use of heritage buildings through adaptation and modification is to be encouraged.</p>	<p>The proposed Star City Casino upgrade and construction of the proposed hotel on the Switching Station Site does not directly involve works to any listed heritage item. The Switching Station site, where the proposed hotel is to be located, is immediately adjacent to the Pyrmont Conservation Area. However, the site is subject to development controls that allow it to have more intensive development than that of the adjacent Conservation Area. Notwithstanding this, elements of the design at the lower levels have been developed to respond to the character of the surrounding area (finish, height and scale), relating to the scale of the historic warehouses rather than the terraces.</p>
<p>Consent must not be granted to development of or including a heritage item, in the vicinity of a heritage item, or within a conservation area, unless the consent authority is satisfied that the development will be compatible with the conservation of the heritage significance of the item or the character of the conservation area.</p>	<p>This report concludes that, given the scale of the existing Casino development and the current development controls for the Switching Station site, the proposal at podium level provides for scale and materials compatible with the character of the Conservation Area. The tower has a visual impact on the Conservation Area and surrounding heritage items, but its slender design when viewed from the east and west minimises the impact on some of the key views.</p> <p>The report also concludes that the additional plant adjacent to the flytower has no impact on any surrounding heritage items. The proposed works to Pirrama Rd, and the proposed signage, will have some impact on views from Sydney Harbour.</p>
<p>103 Conservation management plans and heritage impact statements The consent authority must decline to grant consent for development relating to a heritage item or conservation area unless it has taken into consideration a conservation management plan or heritage impact statement which includes an assessment of the matters listed in clause 102.</p>	<p>This HIS satisfies this criteria.</p>
<p>(4) Before granting such consent, the consent authority must also be satisfied that, after the demolition work has been carried out, redevelopment will be carried out that will: (a) result in buildings of a higher architectural and urban design quality (in terms of the principles and other provisions of this plan and of any master plan, development plan or development control plan applying to the site) than were exhibited by the heritage item before the work was carried out, and (b) make a positive contribution to the streetscape, and (c) in the case of partial demolition, enhance the adaptive re-use of the residual part of the heritage item</p>	<p>There are no existing structures on the site.</p> <p>The proposal is a result of a Design Excellence Design Competition, and ongoing collaboration with the judging panel.</p> <p>The proposal will make a positive contribution to the streetscape, and improve the current situation of there being a vacant site.</p>
<p>105 Potential archaeological sites Before granting consent to development on land identified as a potential archaeological site in any environmental planning instrument or policy of the</p>	<p>HLA Envirosiences Pty Ltd investigated the site 1997 and concluded that the former Switching Station site has "minimal archaeological potential and therefore is not an area of archaeological sensitivity".</p>

Council, the consent authority may request a report on the likely impact of the development on any archaeological material

5.1.2 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Table 3 – Relevant REP clauses

Clause	Discussion
<p>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:</p> <p>(b) development should maintain, protect and enhance the unique visual qualities of Sydney Harbour and its islands, foreshores and tributaries,</p> <p>(c) the cumulative impact of water-based development should not detract from the character of the waterways and adjoining foreshores.</p>	<p>Star City currently defines the western boundary of the City. It is located in a highly urban environment. While the proposed additional tower on the Switching Station site is an intensification of the wall of buildings stretching from the Government Printing Office to Star City, it is located in the middle of the group, and does not expand this wall.</p> <p>The character of the foreshore in the vicinity of Star City when viewed from the Harbour is one of landmark buildings in an urban park setting. The proposed works along Pirrama Rd, including signage and lighting, increases the prominence of the Star City complex from the Harbour.</p> <p>The impact on views to the Harbour is assessed as:</p> <p>From Darling Harbour /Cockle Bay Wharf From the Sydney CBD</p> <p>The Casino complex is a prominent feature on the skyline in views looking west from the CBD, Darling Harbour /Cockle Bay, and from Pyrmont Bay. The two existing towers are oriented so that their bulk is most obvious from east or west views, therefore they generally have a greater impact from the CBD or from the water than the proposed tower of the proposed Switching Station site.</p> <p>From Pyrmont Bay</p> <p>In narrow views from the head of Pyrmont Bay the proposed new tower on the Switching Station site is in the background, with the dominant element in the foreground being the proposed new glazed infill on Pirrama Rd.</p>

5.1.3 Urban development plan for Ultimo Pyrmont

Clause	Discussion
<p>Facades of new development should relate sympathetically to existing buildings in the vicinity, particularly if they have heritage or streetscape value.</p>	<p>The scale and sandstone finish of the proposed hotel podium will be sympathetic to the character of the surrounding heritage items and the traditional character of the streetscape. However, the podium and tower, and the reclad existing Star City towers, will be clearly read as contemporary elements.</p>

5.1.4 City of Sydney Heritage Development Control Plan 2006

The proposed works are addressed in the table below in relation to the relevant provisions in the DCP.

Table 4 – Relevant DCP provisions

Provision	Discussion
<p>(1) Alterations and additions to buildings and structures, and new development of sites in the vicinity of a heritage item are to be designed to respect and complement the heritage item in terms of the:</p> <p>(a) building envelope;</p> <p>(b) proportions;</p> <p>(c) materials, colours and finishes; and</p> <p>(d) building and street alignment.</p> <p>(2) Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by:</p> <p>(a) providing an adequate area around the building to allow interpretation of the heritage item;</p> <p>(b) retaining original or significant landscaping (including plantings with direct links or association with the heritage item);</p> <p>(c) protecting (where possible) and allowing the interpretation of archaeological features; and</p> <p>(d) retaining and respecting significant views to and from the heritage items (as listed in 5.1 above)</p>	<p>The allowable building envelope for the Switching Station site reflects its status as a landmark site. However, the podium height of 12-15m, 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 tower setback of 20 m contribute to a design that at street level complements the scale of the surrounding heritage items.</p> <p>While the scale and detailing of the podium does not reflect the fine grain of the terraces in the nearby Pyrmont Conservation Area, there are a number of larger warehouses in the precinct, as well as large scale new structures such as 60 Edward St. In addition, the podium has been articulated by the use of corner setbacks, screens, awnings, shopfronts, and the activity that will be provided by the hotel lobby.</p> <p>The significant views from heritage items to the proposed new works are:</p> <p>Views from the civic square at Harris & Union Sts (affects Heritage Items 120,63,124,61,62)</p> <p>The view looking east from the civic square will provide a prominent view of the proposed development on the Switching Station site. The land falls away towards the east, and the podium, broken by the generous corner entry to the retail plaza, matches the height of the existing podiums in Pyrmont and Edward Sts. Visual interest is created at the corner of Pyrmont St by the entry loggia to the hotel lobby, and the recessed façade with screened glazing. The hotel tower will feature prominently in views from the square, however it will be read against the backdrop of the CBD. The tower is well set back and of a different architectural language to the podium, therefore the podium will read as the predominant form from the civic square, and will read almost as a stand alone building.</p> <p>Views from corner Pyrmont Bridge Rd and Union St (affects Heritage Items 67, 122, 68, 124,62)</p> <p>In views from this intersection the land slopes up towards the Civic Square where Union St meets Harris St, and the strong street wall of the podium of the Switching station Site will be visible. The podium is at its highest at the corner of Union and Edward Sts, and is modelled on this corner by the recessed entry, and the composition of glazed and solid elements forming</p>

	<p>the corner retail tenancies. The proposed tower is setback 20m and will not be dominant in these views. There is small stair to provide access to the roof near the corner of Pymont St. This is setback from Union St, and clad in stainless steel to match the end wall of the egress stair, and will be read against the backdrop of the new tower.</p> <p>Views from corner Union and Edward St looking down Edward St (affects Heritage Items 122, 68, 67)</p> <p>The proposed podium of the Switching Station site at the corner of Union and Edward St matches the podium height of the existing Star City building along Edward St. Because of the break at the corner of the podium the effect is of a new building following the street wall, at a height of 12m. There is a 9 storey building opposite the switching station site on Edward St, therefore the scale of this street is generally much higher than that of the surrounding streets, or of the heritage items on the diagonally opposite corners of Union and Edward St, which are of 2-3 storeys.</p> <p>There is a mechanical plant room, setback from Union St, at the corner of Edward and Union Sts. This is clad in stainless steel to match the end wall of the egress stair, and will be read against the backdrop of the new tower.</p> <p>The large signage elements proposed for the corner of Union and Edwards Sts (one in each) will be highly visible and will be in close proximity to two listed heritage items and the heritage conservation area. It is recommended that any signage in this location be subtle and designed to be more integrated with the architecture.</p> <p>Views looking south from the Escarpment (affects Heritage Item 102)</p> <p>The proposed additions to the plant adjacent to the flytower will have little impact on views of Star City as you emerge onto Jones Bay Rd from the heritage listed walkway.</p> <p>The proposed works to Pirrama Road and the Switching Station site do not affect any significant views to heritage items.</p>
<p>The objectives of these provisions are to ensure that development to heritage items:</p> <ul style="list-style-type: none"> (i) encourages the retention of existing heritage items and their significant elements; (ii) is based on the understanding and conservation of the heritage significance of the item; (iii) encourages heritage items to be used for purposes that are appropriate to their heritage significance; (v) maintains the setting of the heritage item including the relationship between the item and its surroundings; 	<p>The proposal does not involve demolition of any heritage item.</p> <p>The proposal does not detrimentally affect the setting of any heritage item. It has most impact on the listed buildings at 50 Union St, and 31-33 and 35 Union St, 1</p>

<p>(vi) encourages the removal of inappropriate alterations and additions, and the reinstatement of significant missing details and building elements; and (vii) is consistent with policy guidelines contained in the Heritage Inventory Assessment Report.</p>	<p>Union St, 1-21 Paternoster Row, 2-22 Union St and 91-95 Pyrmont St. Note that the building at 60 Edward St has altered the character of the Union St/Edward St intersection.</p>
<p>The objectives of these provisions are to ensure that development within heritage conservation areas and heritage streetscapes:</p> <p>(i) takes into consideration the contribution of the building as indicated by the Building Contributions Map; (ii) enhances the character and heritage significance of the heritage conservation area or heritage streetscape by:</p> <p>(a) maintaining the positive contribution of contributory buildings to the area or streetscape; (b) retaining and improving the contribution of neutral buildings to the area or streetscape; and (c) improving the contribution of detracting buildings to the area or streetscape. (iii) is consistent with policy guidelines contained in the Heritage Inventory Assessment Report.</p>	<p>The proposed works on the Switching Station site will replace a currently vacant site, and the site is earmarked for landmark development. The current vacant site detracts from the character of the area.</p>
<p>(1) Development within a heritage conservation area or heritage streetscape is to be compatible with the surrounding built form and pattern of development by responding sympathetically to:</p> <p>(a) existing form, massing, setbacks, scale and architectural style; (b) site topography and landscape; (c) views to and from the area; (d) surrounding neighbourhood character and streetscape, including buildings; and (e) existing subdivision patterns. (2) Development should not project in front of the established building line towards the street. (3) Alterations and additions are not to dominate or detract from the original building. (4) Large expanses of solid walls are to be broken up by recesses, bays and modulations, vertical elements and/or the use of appropriate materials. (5) Alterations and additions are to respect the uniformity of properties which form part of a consistent row, semi-pair or group of buildings. (6) Development is to respect and minimise the impact on any significant public domain features.</p> <p>(7) Any applications for development within heritage conservation areas or heritage streetscapes are to demonstrate consistency with the area's Heritage Inventory Assessment Report.</p>	<p>The Switching Station site is immediately adjacent to the Pyrmont Conservation Area. There are no other parts of the site in the vicinity of a conservation area or heritage streetscape.</p> <p>The scale of the works proposed for this site is completely different to that of the surrounding neighbourhood. However this is a precedent set many years ago and reinforced by the sites status as a landmark site. The composition of the tower and podium as designed intends for them to be read as separate elements, reducing their impact.</p> <p>As previously discussed the scale of the podium is broken by a number of devices – the corner entries at Union and Pyrmont St and at Union and Edward St, the rhythm of the sandstone and glazed recesses along Union St, the awnings and the retail and hotel lobby areas fronting Pyrmont St at ground level. Additional carparking is proposed but through existing entries/exists.</p> <p>Development of the Switching Station site will result in an altered view when looking east from the civic space on the Corner of Harris and Union Sts, although this view will be of the slender elevation of the tower.</p> <p>The large signage panels proposed for the corner of Union St and in Edward St have the potential to detract form the character of the listed items in this vicinity and from the character of the nearby conservation area unless signage is more carefully designed.</p>

<p>The objectives of these provisions are to ensure that infill development in heritage conservation areas and heritage streetscapes is designed to:</p> <ul style="list-style-type: none"> (i) respond positively to the character of adjoining and nearby buildings; (ii) demonstrate sympathetic bulk, mass and scale; and (iii) achieve appropriate orientation, setbacks, materials and details. 	<p>The Switching Station Site is adjacent to but not in a heritage conservation area, and is designated as a landmark site. However the project has been designed to follow the street wall along all street frontages, and provides generous public space at the two corners of the site. The bulk and scale of the podium is minimised (as discussed above), and the tower setback of 20m ensures that this tower does not negatively impact on the streetscape of Union St.</p>
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5.2 Assessment of Heritage Impact

The proposed works are addressed in relation to relevant questions posed in the Heritage Office's 'Statement of Heritage Impact' guidelines. Table 5 – Relevant HIS questions

Question	Discussion
<p>The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:</p>	<p>The design of the podium of the Switching Station site (including the modulation of sandstone and glass and the introduction of active uses at the ground floor, and breaking up of the scale of the podium by the public spaces at the corners of the podium) contributes to a positive impact in regard to the adjacent heritage conservation area. The generous setback and positioning of the tower minimises its impact when viewed north or south from Union Street.</p>
<p>The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:</p>	<p>The scale of the proposed works on the Switching Station site relates to the existing Star City complex rather than to the more characteristic terraces and warehouses of Pyrmont Conservation Area.</p> <p>The proposed works on Pirrama Rd have no impact on any heritage items, other than in some medium - long distance views from the Harbour. The Star City complex will become more prominent from the harbour with the addition of the glazed infill levels.</p>
<p>The following sympathetic solutions have been considered and discounted for the following reasons:</p>	<p>The site is designated for landmark development.</p>
<p>New development adjacent to a heritage item How does the new development affect views to, and from, the heritage item?</p>	<p>Views from the heritage items at 31-33 Union St and 50 Union St, and 91-95 Pyrmont St will be immediately affected as the podium height of the new building on the former Switching Station site building is generally around twice as high as these items. However, Union St is four lanes wide and provides good physical separation, and the existing views are of the existing Star City towers albeit a further distance away. The additional length of podium along Pyrmont St is a minor addition to the development that already exists.</p> <p>The greatest impact on views affecting heritage items will be looking east and west along Union St, from Edward St looking north, and from the Harbour.</p> <p>Views from the Harbour have been discussed above in</p>

<p>What has been done to minimise negative effects? How is the impact of the new development on the heritage significance of the item or area to be minimised?</p> <p>Why is the new development required to be adjacent to a heritage item? How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?</p> <p>Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected? Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)? Will the additions visually dominate the heritage item? How has this been minimised? Will the public, and users of the item, still be able to view and appreciate its significance?</p>	<p>Section 5.1.2 and 5.1.4.</p> <p>The mass and scale of the proposed podium and tower have been broken up by the physical separation of these elements (via a glazed thru-site link), and by the differing architectural treatment of each of the elements. Signage and the location of plant rooms are yet to be detailed.</p> <p>The former Switching Station Site is identified as a landmark development site. The proposal provides for an addition to an existing development.</p> <p>The Switching Station site has been assessed and is not an area of archaeological sensitivity.</p> <p>The new development is of a different character to the surrounding precinct due to its landmark status. The podium to Union St has been designed with a predominately sandstone finish to integrate with the surrounding streetscape.</p> <p>The proposed tower will be visible from surrounding streets to the south, east and west, parts of which are in the Pymont Conservation Area.</p>
<p>New signage How has the impact of the new signage on the heritage significance of the item been minimised? Have alternative signage forms been considered (e.g. free standing or shingle signs). Why were they rejected? Is the signage in accordance with section 6, Areas of Heritage Significance', in Outdoor Advertising: An Urban Design-Based approach? (1) How? Will the signage visually dominate the heritage item/ heritage conservation area or heritage streetscape? Can the sign be remotely illuminated rather than internally illuminated?</p>	<p>A signage concept is provided however details of signage are not yet available. The signage proposed for the corner of Pymont and Union Sts comprises a retail sign post which would be of minimal impact. Signage panels proposed for Union St and Edwards St have potential to impact on heritage items, and should be reduced in size. The large visual display screens along Pirrama Rd will be visible in select views from the Harbour.</p>

6 Conclusion and Recommendations

The current proposal, known as Project Star, proposes a new podium and tower building on the currently vacant Switching Station site, which is in the immediate vicinity of the Pymont Conservation Area and a number of listed Heritage Items. There are also additional works proposed on other parts of the Star City site which have a lesser impact on surrounding heritage items and conservation areas/streetscapes. The impact from the Harbour has been considered as its significance is recognised under REP (Sydney Harbour Catchment) 2005.

The impact of the recladding of the existing towers is not considered a heritage issue, and the additional plant room adjacent to 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.

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 St streetscape will also be altered by the proposed 12-15m 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:

- The 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.

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Appendix A Listing Information – Relevant Heritage Items

- Pyrmont Conservation Area
- New York Hotel, 50 Union St
- Shop and Terraces at 31-33 Union St
- Corner Shop at 35 Union St
- Commercial Building at 1 Union St
- Terraces at 1 – 21 Paternoster Row
- Terraces at 2-22 Union St
- Buildings at 91-95 Pyrmont St

