

THE  STAR

SECTION 75W
MODIFICATION
APPLICATION
MP08_0098

HERITAGE IMPACT
STATEMENT

27 JUNE 2018
PREPARED BY



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1 EXECUTIVE SUMMARY

Star Entertainment Group Limited (SEGL) has engaged Urbis to prepare this Heritage Impact Statement to address the proposed works to The Star Sydney (The Star). This report accompanies a Proposal to modify the Part 3A Project Approval (MP08_0098) under s75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The only part of The Star site which has an associated heritage listing is the offices of the Former Sydney Electric Lighting Station building (hereafter the 'The SELS Building'), which is located in the north-west corner of the subject site. It is identified as the former Pyrmont Power Station Administrative building (I1259) under the Sydney Local Environmental Plan 2012. This building is also listed on the Register of the National Estate (ID100714).

The subject site is also located in the vicinity of the locally listed Pyrmont Conservation Area (C52) and a number of individually listed buildings as set out in Section 7.1 of this report. It is also located within the Ultimo/Pyrmont Special Character Area (refer Section 2.12.1 of the SDCP 2012).

This report is required to assess the heritage impacts of the proposed works on The SELS Building, and the identified proximate conservation area and heritage items.

An assessment of the impact of the proposed works on the identified items of significance has been set out in Section 7 of this report. The following points have been summarised from this assessment:

- It is considered that the construction of a tower on the site is acceptable from a heritage perspective given: that the tower development around the harbour is located in a wider context which is accepted for growth; the likely future character of the surrounding area and development occurring throughout around this section of the harbour; the existing distinction between the fine grain character of the building stock down the centre of the peninsula (Harris Street) and the higher density development to the east and west sides; and the appropriate detailing and mitigation measures developed for the proposed tower as outlined below.
- It should be considered that visibility of a tower of a larger scale than existing development in the vicinity of heritage listed items does not necessarily equate to a detrimental impact on the setting of heritage items within this proximity to a major world city CBD. Principles that should be applied include ensuring that no significant views to the heritage items are obscured and ensuring that the heritage items are still appreciable in their respective streetscapes. As shown in the Detailed Setting Analysis in Section 7.4.3 of this report the tower would not obscure any identified significant views, rather it would obscure sections of sky. Further, it has a physical separation from most of the identified heritage items and substantial (largely contemporary high density residential) development exists between. Although the tower would be visible in the background of a number of items and may introduce another focal point in some views, it would not preclude an ability to fully appreciate the heritage items as at present.
- The following design decisions serve to retain existing views and vistas to and from the identified heritage listed items in the vicinity:
 - The podium would maintain generally the same setback at the existing fabric to the north-east corner of the subject site. As such, views to the state listed warehouses (heritage item I 1251) opposite from Pirrama and Jones Bay Road would not be obstructed (in accordance with DCP 3.9.5 (3)(d)); The bottom of the tower is significantly thinner than the top. The reduced floorplate would best ensure the retention of views around the proximate heritage items;
 - The elliptical design of the tower further maximises visual access around it; and
 - The form of the tower, including the shifting of the columns mean that from the south west (Union Square and Pyrmont Conservation Area) the building would appear slimmer than from the west. This is considered appropriate in terms of minimising impact on views towards the peninsula from the harbour.
- To mitigate visual impacts on the surrounding heritage stock in terms of character the following design decisions have been made during the design development of the tower:
 - The proposed scheme appropriately proposes an expressed podium. The podium is expressed both through form and materiality;

- The entrance to the Ritz Carlton would not notably change the existing envelope of The Star and is generally in keeping with its existing character. The contemporary form constituting the ground floor awning over the entrance is of an appropriate scale and has an appropriate separation from all identified heritage items that it would not detract from their setting;
- Sandstone characterises the area. It is visible in the natural environment including in the escarpment to the north of the site, and in the built environment including in the art nouveau details comprised within The SELS. The use of sandstone in the tower podium is sympathetic to the character of the area and ensures that a relationship between the old and new fabric is retained. Further, it is proposed to use either sandstone or profiled aluminium in a sandstone colour in the spandrel panels on the tower. These spandrel panels would sympathetically reduce the void to solid ratio comprised in the tower;
- The podium element is proposed to be clad in a sheer glass wall. Sculptural timber mullions are proposed to reduce the void to solid ratio to articulate the façade and reduce visual impact on the proximate items; and
- There is a substantial amount of vegetation proposed to the development overall in the form of greenbelts. These belts further articulate the façades, emphasise the podium element and constitute a sympathetic neutral element in the context of the contemporary fabric in an early setting.
- The ribbon is not located in close proximity to any heritage items. Its distinctive design would be visible in the wider context of the identified heritage items due to the open parkland between The Star and the harbour however it would be viewed against the back drop of the existing contemporary development at The Star. As such, it would not detract from the primary focus of the view which constitutes the fabric around the foreshore and the harbour itself. While the ribbon is highly contemporary in design with white sculptural forms, it is considered to be elegant and well resolved. The form of the ribbon is considered to be a rational response to the forms already comprised in the eastern elevation of The Star as it simply forms a sculptural envelope around the latter.
- The proposed balance of site works are minor and would not change the character of The Star or have a detrimental visual impact on the identified heritage items;
- It is considered that the public domain works, particularly the soft landscaping would generally enhance the presentation of the site and the setting of the surrounding heritage items. Minor public domain works are proposed to the immediate north of The SELS Building. These works include new paving and a sandstone seating/bench sculptural retaining wall around part of the plaza. They would have no negative heritage impacts. The removal of the five flag poles to the north of The SELS would have a positive impact on its setting and views towards the significant façade.

In summary, it is concluded that the proposed works would not have an adverse impact on The SELS Building or items of significance in the locality including those within the Pyrmont Conservation Area. The proposed works are therefore supported from a heritage perspective.

2 INTRODUCTION

2.1 BACKGROUND

Star Entertainment Group Limited (SEGL) has engaged Urbis to prepare this Heritage Impact Statement to address the proposed works to The Star Sydney (The Star). This report accompanies a Proposal to modify the Part 3A Project Approval (MP08_0098) under s75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The only part of The Star which has an associated heritage listing is 'The SELS Building' which is located in the north west corner of the subject site. It is identified as the former Pyrmont Power Station Administrative building (I1259) under the Sydney Local Environmental Plan 2012. This building is also listed on the Register of the National Estate (ID100714). The subject site is also located in the vicinity of the locally listed Pyrmont Conservation Area (C52) and a number of individually listed buildings as set out in Section 7.1 of this report. It is also located within the Ultimo/Pyrmont Special Character Area (refer Section 2.12.1 of the SDCP 2012).

This report is required to assess the heritage impacts of the proposed works on The SELS Building, and the identified proximate conservation area and heritage items.

2.2 SITE LOCATION

The Star is located at 20-80 Pyrmont Street, Pyrmont (Figure 1) (The Site). It is bounded by Jones Bay Road (north), Pirrama Road (east), Union Street (south east), Edward Street (south west) and Pyrmont Street (west).

The SELS Building is located in the north-western corner of the site and runs part way down its western boundary. This building has a frontage to Jones Bay Road and Pyrmont Street.

The subject site is also located in the vicinity of the locally listed Pyrmont Conservation Area (C52) and a number of individually listed buildings as set out in Section 7.1 of this report.

Figure 1 i Approximate boundaries of The Star Integrated Resort (outlined red, shaded yellow).



Source: sixmaps.com

2.3 BACKGROUND

Modification 14 (Mod 14) was determined in October 2017 and included approval for a range of upgrades to the existing site. These upgrades included the enclosure of the level 3 terrace to facilitate an expansion in gaming floor area and a new bar and restaurants, expansion of the level 3 pre-function space, changes to the Astral Hotel lobby and retail space, and alterations to internal vertical transportation, services and infrastructure, including the harbour heat rejection system.

Mod 13 is a modification to the development as approved under MP08_0098, up to and including Mod 14. This forms the basis for technical impact assessments.

Mod 14 included enabling works which will allow for the integration of the proposed tower and other new/upgraded areas proposed under Mod 13. The following are examples:

Column strengthening from basement levels through to level 1 will provide for the proposed level 5 terrace;

The upgraded Harbour Heat Rejection System, which will have enough capacity to provide for the improvements proposed under Mod.13;

Alterations to the internal vertical transportation systems will allow for ease of travel for patrons throughout the existing site;

Realignment and reconfiguration of the Jones Bay Road porte cochere under Mod 14 will improve efficiency of operations, pedestrian safety and the overall visitor experience to the site; and

Relocation of taxi queuing to the service road and the Star's commitment to upgrading the existing parking management system, which will improve ease of access to and from the site.

2.4 METHODOLOGY

Urbis, on behalf of SEGL, made a request for Secretary's Environmental Assessment Requirements (SEARs), pursuant under Clause 3, Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* in relation to the modification of MP08_0098. The request was made on 17 December 2015 for works proposed under Modification 13. SEARs for Modification 13 were issued by the Department on 9 February 2016 and amended on 9 May 2016 (Mod 13 SEARs). This Heritage Impact Statement has been prepared in accordance with the SEARs.

This Heritage Impact Statement has been prepared in accordance with the NSW Heritage Branch guideline *Assessing Heritage Significance* (2001). The philosophy and process adopted is that guided by the Australia ICOMOS Burra Charter 1999 (revised 2013).

Site constraints and opportunities have been considered with reference to relevant controls and provisions contained within the City of Sydney Local Environmental Plan 2012 and the City of Sydney Development Control Plan.

Heritage impacts on The SELS Building have been considered with reference to the relevant policies in the Conservation Management Plan 2017 prepared by Urbis.

In this report, Urbis has considered the impact on Darling Harbour, as required by the DCP for Sydney Harbour Regional Environmental Plan (2005) which stipulates that areas located within the Foreshores and Waterways Area of the SREP needs to take into consideration the DCP. Urbis has also considered in detail the impact on the conservation area and heritage listed items located on the peninsula (including Pyrmont Bridge Adjacent).

It is acknowledged that the peninsula is highly visible and that the development would be within the broad visual catchment of a number of heritage listed items in the wider context. The visual impact of the proposed development on the district has been considered in the Visual Impact Assessment (VIA) prepared by Architectus and submitted with this application. The VIA has considered views from various heritage items of high heritage significance as these are highly

trafficked and the Proposal has the potential to impact on the quality of the public domain. However, a distinction has been made in this Heritage Impact Assessment between visibility of the development from the heritage items and impact on the setting of the items. This HIS is focused on the impact on the setting of the items on the Pyrmont peninsula as a result of the proposed works. However, this report also includes consideration of the impact on the setting of Pyrmont Bridge (as a state listed item in the vicinity – SHR no: 01618) and the potential impact on the protected Martin Place Skyline.

Stakeholder Liaison

In accordance with the requirements of the SEARS (9 February 2016) Urbis contacted the **NSW Heritage Council** on 30 March 2017 in order to ascertain requirements to meet with the former before lodgment of the application. On 22 June 2017 Shikha Jhaldiyal from the NSW Office of Environment and Heritage confirmed (phone correspondence) that a pre-lodgment meeting to discuss built heritage was not required. The application will be referred to the NSW Heritage Council by the Department of Planning for comment.

On 14 June Urbis contact John Poulton, Heritage Specialist at the **City of Sydney Council** in order to ascertain requirements to meet with the former before lodgment of the application. On 14 June 2017 John contacted Urbis via email and confirmed that a pre-lodgment meeting to discuss built heritage was not required at that point. The application will be referred to the City of Sydney Council by the Department of Planning for comment.

The SEARS required that Urbis consult with relevant local historical groups pre-lodgment. On 3 April 2017 Urbis contacted the **Pyrmont History Group** to specifically invite the group to comment on the proposed design. The group provided a response on 4 May 2017 (authored by Cam Seccombe) which stated that *we generally support the development, particularly if all efforts are taken to preserve our precious heritage assets that remain on site*. Refer letter appended to this report. The group requested space within The Star to accommodate their collection of historical assets.

2.5 AUTHOR IDENTIFICATION

The following report has been prepared by Alexandria Barnier (Senior Consultant – Heritage). This report has been reviewed and endorsed by Kate Paterson (Director – Heritage).

Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis.

2.6 THE PROPOSAL

The subject application seeks approval for the modification of MP08_0098 under section 75W of the EP&A Act. The following works have been assessed in this report as those which are visible from the public domain and may have the potential to impact on the significance of the identified heritage items:

New Ritz-Carlton Hotel and Residential Tower

- Demolition of part of the existing building in the northern portion of the site, including part of the Pirrama Road façade and part of the Jones Bay Road façade.
- Construction of a new Tower, 237.0 metres AHD (approximate, 232.9 metres from Pirrama Road);
- Residential uses across 35 levels, comprising:
 - A residential vehicular drop off lobby on Level B2
 - A residential lobby on Level 00 to be accessed from Jones Bay Road;
 - Residential communal space on Level 07 to be accessed via Level 08; and
 - 204 residential apartments located from Levels 05 to 06 and from Levels 08 to 38, featuring one-bedroom, two-bedroom and three-bedroom unit types (*Note – no Level 13*)

- Hotel uses across 31 levels, comprising:
 - A hotel arrival lobby on Level B2 to be accessed from the new Ritz-Carlton porte-cochere along Pirrama Road;
 - A hotel Sky Lobby for guest check-in on Level 39 and 40, featuring a restaurant, bar and lounge;
 - 220 hotel rooms located from Level 42 to 58 and from Level 60 to 61
 - A hotel spa and gym on Level 07
 - A VIP link to the Sovereign Room on Level 04 and 04 Mezzanine
 - A Ritz-Carlton Club lounge and terrace on Level 59
 - Hotel staff end-of-trip facilities on Level B3
 - Hotel staff arrival point on Level 00
 - Hotel back-of-house and plant on Level 03, 05 and 41
- A Neighbourhood Centre consisting of a cafe, library, learning / innovation hub and function centre;
- A new car-parking stacker system below the new porte-cochere of the Ritz-Carlton Hotel, with a total capacity of 220 spaces, to serve the new hotel and apartments; and
- A new drop-off / pick up area (short-term parking) on Jones Bay Road for the proposed apartments.

Level 07

- A 'Ribbon' at Level 07 connecting the new Hotel and Residential Tower to the existing building along Pirrama Road, comprising:
 - Two pools and associated pool decks (one for the new Hotel, one for The Star); and
 - Two food and beverage premises with associated store rooms and facilities;
- Lift access from the Level 05 Terrace to Level 07;
- Residential communal open space associated with the new residential apartments, comprising pool and landscaped terrace at the base of the Tower adjacent to Jones Bay Road;
- Gym and associated change rooms and facilities for the residents;
- Gym and associated change rooms and facilities for hotel guests; and
- Landscaping treatments.

Level 05 Terrace

- Three food and beverage outlets with external areas;
- Completion of the Vertical Transportation drum to connect with Level 05 Terrace;
- Designated event spaces on the Terrace; and
- Landscaping treatment.

Level 05 Astral Hotel and Residences Recreational Facility Upgrade

- New pool deck, pool, spa, gym and amenities upgrade for Astral Hotel and Residences.

Level 03 Sovereign Column Façade Treatment along Pirrama Road

- New glazed detail to enclose exposed Level 03 Sovereign columns along the Pirrama Road façade.

Façade Integration Works

- Upgrades to the Pirrama Road and Jones Bay Road façades to integrate the new Ritz Carlton Hotel and Residential Tower with the existing building.

Transport Improvements – Other Locations

- Reconfiguration of existing median strips on Jones Bay Road and addition of new median strip on Pyrmont Street, with associated line-marking to enable a new right-hand turning lane into the Astral Hotel Porte-Cochere;
- New Pyrmont Street carpark entry and exit, associated line marking, changes to internal circulation, and reconstruction of the pedestrian footpath along Pyrmont Street; and
- Relocation of existing feeder taxi-rank from Jones Bay Road to the Level B2 transport interchange.

Site Wide Landscape and Public Domain Upgrades

- Upgrades to street frontages along Pirrama Road (for the Hotel Porte Cochere) and Jones Bay Road (for the residential entry);
- Upgrades to street frontage to Pyrmont Street, due to new car parking entry; and
- Entrance upgrade to the SELS building at the corner of Jones Bay Road and Pyrmont Street.

Darling Hotel Corners

- Upgrade of the corner plaza at the Union/Edward Street property entry:
 - A new Food and Beverage premises on Level 01 and 02;
 - A new entry foyer leading to the Food Court;
 - A relocated awning enclosure at street level;
- Upgrade of the corner plaza at the Union/Pyrmont Street property entry:
 - A new awning enclosure at for the existing café;
 - Eight (8) luxury display cases at Darling Hotel car park entry; and
 - Two car display areas at Darling Hotel car park entry.

Site-Wide Lighting Strategy

- A site-wide lighting strategy integrating and improving the existing lighting across the precinct, with new lighting the proposed Tower, Podium and Ribbon, including:
 - Internal lighting of Hotel and Residential spaces;
 - Illuminated highlights at the Sky Lobby and Club Lounge levels;
 - Integrated lighting on the eastern and western vertical façade slots and angled roof profile;
 - Podium external illumination from awnings, and under retail and lobby colonnades;
 - Landscape lighting on Level 07 open terraces and pool decks;
 - Feature lighting accentuating the wing-like profile of the Ribbon and vertical element;
 - Internal and external lighting to Food and Beverage outlet at Union/Edward Street corner;
 - Façade LED lighting to the heritage SELS Building
 - Permanent installation of moving projector lights on the rooftop of the Astral Hotel for ninety (90) special event nights per year.

Signage Upgrades

- Consolidation of existing signage approvals and new signage, including:
 - Building identification;
 - Business identification (including Food and Beverage premises); and
 - Signage on the Tower and Podium.

The following works are also proposed in this application. These works are internal/physically minor infrastructure upgrades and have no potential to impact on the significance of the identified items. They therefore have not been addressed in this report.

Level 04 Mezzanine / 04 / 03 Tower to Sovereign Link by Escalator and Lift

- Link from the Tower to the Sovereign Resort along the Level 04 Mezzanine, down by escalators to Level 04, and then down by lift to Level 03; and
- Extension of the latter lift above to service Level 00, 01, 03, 04 and 05.

Infrastructure Upgrades

- A new plant room located within the podium over Levels 03, 04, 05 and 06 of the proposed Hotel and Residential Tower;
- Relocation of the current Level 03 cooling towers (adjacent to the MUEF) to the Level 09 plant room above the Level 06 plantroom adjacent to the Astral Hotel;
- New capstone microturbine units and associated flues in the proposed plant room at Level 03 between the Darling Hotel and the Astral Residence Tower;
- New capstone microturbine units and associated flues in the new Level 03 plant room at the base of the Tower;
- Relocation of the existing main switch-room to the new plant room on Level 02, south of the demolition area;
- Relocation of the existing data recovery centre to the new plant room on Level B1 of the Darling Hotel;
- Relocation of diesel generator flues to the side of the new Level 09 plantroom, adjacent to Astral Hotel

Level B2 Transport Interchange

- Upgrades to the Event Centre Loading Dock;
- Entry into Basement car stacker for the Tower apartments and Ritz-Carlton Hotel;
- New commuter bike parking and hire bike system;
- Upgrade of finishes to light rail station surrounds and removal of existing wall barrier to the Pirrama Road frontage;
- Upgraded taxi-rank arrangements;
- New Star coach parking; and
- Realignment of kerbs and line-marking.

Note – no works to the Light Rail corridor

Level 00 - Restaurant Street

- Creation of a new destination Restaurant Street by:
 - Incorporating existing Food and Beverage premises on Level 00; and
 - Converting existing retail shops into new Food and Beverage tenancies, including the new Century tenancy at the Jones Bay Road end.

Pirrama Road and Jones Bay Road Food and Beverage

- A revised food and beverage tenancy at the existing Pizzaperta outlet along Pirrama Road;
- A new tenancy at the Marquee street entry; and
- A small café outlet adjacent to the residential lift lobby at Jones Bay Road.

Food and Beverage – Other Locations

- Reconfiguration of Harvest Buffet, including new escalators from Level 00 Food Court to Level 01; and
- Refurbishment of Bistro 88 into the interim Century tenancy

Special Lighting Event

- Approval for fifty-three (53) Special Lighting Event nights per year for the use of permanent installation of moving projector lights on the rooftop of the Astral Hotel.

Stormwater upgrades

- Stormwater upgrade works, including increased pit inlets and pipe capacities at the low points along Pymont Street and Edward Street to decrease the potential flood risk to the site, adjacent existing properties and public domain compared to the existing situation.

The plans received by Urbis in June 2017 have been referenced in the preparation of this report.

3 SITE DESCRIPTION

The Star occupies an approximately 4-hectare site bounded by Jones Bay Road, Pirrama Road, Edward Street, Union Street and Pyrmont Street. The block is irregularly shaped and comprises Lot 500 in Deposited Plan (DP) 1161507, Lots 301 and 302 DP873212, and Lot 211 DP870336.

The star site contains the locally listed heritage item 'The SELS Building' located in the north west corner of the block bounded by Jones Bay Road, Pirrama Road, Edward Street, Union Street and Pyrmont Street outlined at section 3.2

The subject site is also located in the vicinity of the locally Pyrmont heritage precinct, the locally heritage listed Pyrmont Conservation Area (C52) and a number of individually listed buildings as set out in Section 3.3 of this report.

3.1 THE STAR

The site is occupied by the existing integrated resort. Key elements of the existing development within The Star include the following:

- ◆ A range of gaming spaces including the main gaming floor, private gaming spaces, international gaming spaces and outdoor gaming spaces;
- ◆ A range of retail spaces;
- ◆ A mix of restaurants and bars;
- ◆ Two theatres including the Sydney Lyric Theatre and The Star Event Centre,
- ◆ Hotel rooms / serviced apartments;
- ◆ The Star light rail station; and
- ◆ Basement car parking.

The site is leased from the Independent Liquor and Gaming Authority (ILGA) and accommodates, in addition to The Star, a light rail line (including The Star light rail station), a bus interchange located adjacent to the site's Pirrama Road frontage and a publicly accessible wharf serving both commercial boats and private watercraft.

The Star opened in November 1997 and is constructed predominantly of masonry panels with glazed balconies and a masonry podium. The complex is a dominant element in selected views from Cockle Bay and the Pyrmont 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 Pyrmont Ultimo as it exists further to the west and north of the site. The Star relates more closely to the scale of the buildings in Darling Harbour.

Figure 2 Ĩ External images of The Star.



Picture 1 Ĩ View down part of the north-eastern façade.

Figure 3 Ĩ Visual survey of The Star.



Picture 2 Ĩ View south east from The Deck.



Picture 3 Ĩ View east from The Deck.



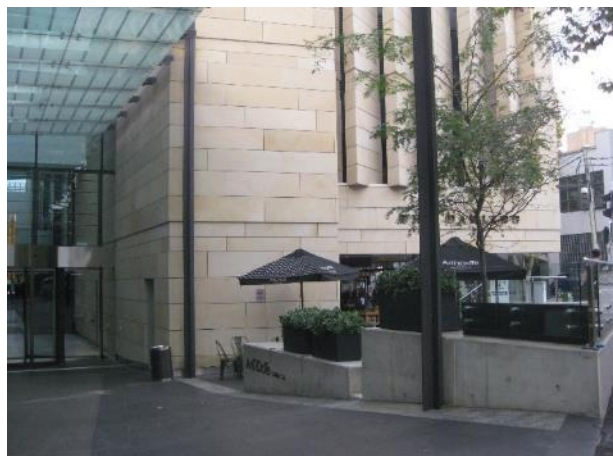
Picture 4 Ĩ View south west towards The Darling.



Picture 5 Ĩ View west towards the Astral Tower.



Picture 6 Ĩ View across The Deck towards The Darling.



Picture 7 Ĩ View towards the Darling Hotel entrance in the south-western corner of the site.



Picture 8 ĩ View towards the entrance at the south-eastern corner of the site.



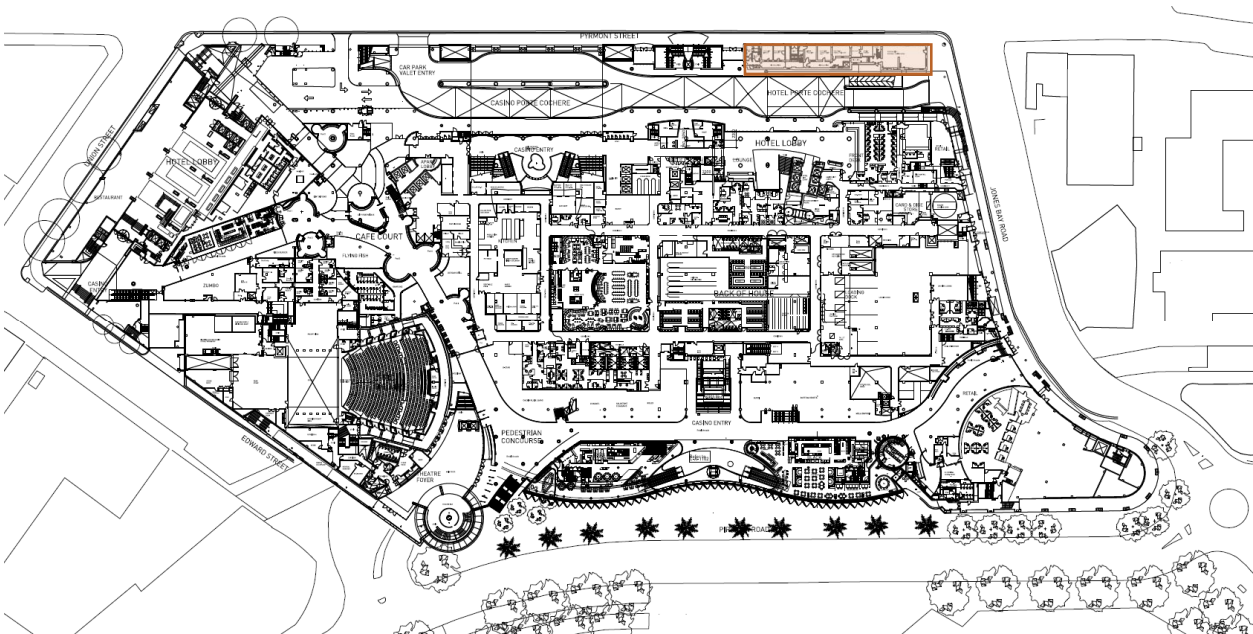
Picture 9 ĩ View along the northern boundary of the site (Jones Bay Road).

3.2 THE SELS BUILDING

Below is a summary description of The SELS Building. Refer to the Conservation Management Plan 2017 prepared by Urbis for a detailed description of the building. The CMP 2017 has been appended to this report.

The SELS Building is in the north-west corner of the block bounded by Jones Bay Road, Pirrama Road, Edward Street, Union Street and Pyrmont Street. It is currently used as administration offices for The Star. The building is distinctly Federation in character with Arts and Craft detailing. It has stained glass windows, decorative tiles on various floors and walls, cast iron balustrades and decorative plaster.

Figure 4 ĩ Existing Level 00 Floor Plan showing the location of The SELS Building (shaded gold).



Source: Urbis markup of plans prepared by DWP Suters,

The original (1904) section of the building has an early extension to the north, which is of a referential stripped Federation character. Archival photographs indicate that the building was completed c1922. The extension has a narrow frontage to the north, which comprises an entry to the retail space currently occupied by a florist, a window on the ground

floor, and two arched windows on the first floor. The eastern façade of The SELS Building is integrated into the Porte Cochere as it now represents the western boundary of the latter. A glazed canopy joins the two.

Figure 5 i Visual survey of The SELS Building i External Fabric.



Picture 10 i Part of the western façade of The SELS Building (original 1904 Section).



Picture 11 i Part of the western façade of The SELS Building (towards later 1920s section).



Picture 12 i Part of the northern façade of The SELS Building (towards later 1920s section).



Picture 13 i Part of the eastern façade of The SELS Building from second floor terrace.



Picture 14 ĩ Part of the eastern façade of The SELS Building.



Picture 15 ĩ Part of the eastern façade of The SELS Building.



Picture 16 ĩ Part of the southern façade of The SELS Building.



Picture 17 ĩ Part of the eastern and southern façades of The SELS Building.

Figure 6 Ĩ Visual survey of The SELS Building Ĩ Internal Fabric.



Picture 18 Ĩ View across ground floor entrance hall.



Picture 19 Ĩ View across ground floor entrance hall.



Picture 20 Ĩ View across stair hall at level 1.

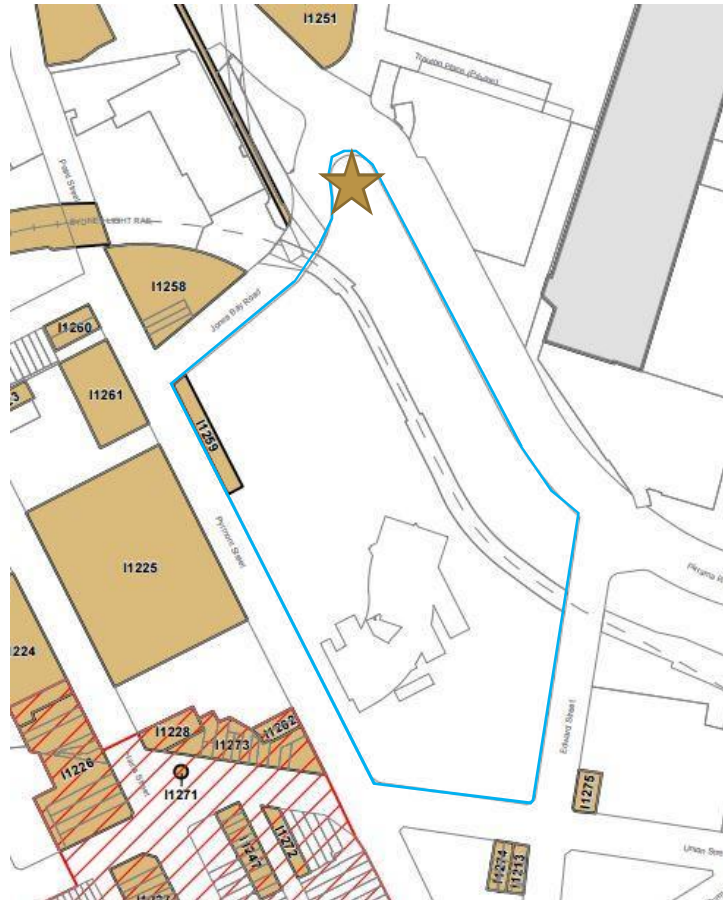


Picture 21 Ĩ View across original toilets on level 1.

3.3 SETTING

The Star is located on Pymont Peninsula, which forms the context of the site. Pymont is largely dominated by fine grain, early residential development with some interspersed early warehouse buildings. Some key heritage items in the vicinity of the subject site have been identified below. They are largely associated with the maritime industrial suburb with workers's accommodation. Notwithstanding, Pymont is in transition and the area, particularly around the subject site has developed into a contemporary mixed-use commercial and residential precinct.

Figure 7 i Heritage map showing listed items in the vicinity of The Star (outlined blue). Location of the proposed tower is identified by the gold star.



Source: City of Sydney LEP 2012

There is a small row of terraces to the north of the subject site. These terraces are incorporated within the Slades Warehouse Building and are orientated west, away from the subject site. Almost halfway along Jones Bay Road to the north of the site there is a heritage listed stone escarpment and palisade fence. The item is minimally visible from Jones Bay Road level given the surrounding development.

Figure 8 i Visual survey of development to the north of the subject site.



Picture 22 i View west towards the Slades Warehouse Building.



Picture 23 i View north towards the heritage listed palisade fence and escarpment (red arrow).

To the north east of the site is the commercial/retail and parkland precinct of Jones Bay Wharf, Darling Island and Darling Harbour Wharf 10. The northern corner of the subject site is located at the intersection of Pirrama Road and

Jones Bay Road. This intersection is dominated by the former Royal Edward Victualling Yard warehouses opposite the subject site. Notwithstanding, much of the area opposite the north-eastern boundary of the site is dominated by parks and open space.

Figure 9 i Visual survey of development to the north east of the subject site.



Picture 24 i former Royal Edward Victualling Yard.



Picture 25 i View east towards parkland opposite.

The building stock opposite the south-eastern boundary is entirely dominated by medium density commercial buildings. However, there is a smaller early shop at the corner of Union Street and Edward Street which is occupied by a doctors surgery.

Figure 10 i Visual survey of development to the south east of the subject site.



Picture 26 i View north east towards medium density building stock opposite the subject site.



Picture 27 i View east towards early shop building at the corner of Union and Edward Streets.

The western boundary of the site is defined by Pyrmont Street. Towards the corner with Union Street, Pyrmont Street is occupied by early terrace housing. Adjacent to this is a contemporary multi storey commercial building. The section of the street adjacent to the subject site is dominated by the Former Woolstore (Shute, Bell, Badgery and Lumby) which is an approximately 6 storey brick warehouse building.

Figure 11 ĩ Visual survey of development to the west of the subject site.



Picture 28 ĩ View north along Pymont Street.



Picture 29 ĩ View south west towards the Schute, Bell, Badgery and Lumby Woolstore.

Union Street forms the southern boundary to the site. The southern side of Union Street is occupied by medium density residential developments, and cafes and shops in early terraces. At the western termination of Union Street is Union Square and the Pymont Conservation Area.

The following development is located around Union Square: Post Office on Harris Street; the Harlequin Inn Pub; fine grain bank buildings on Union Street; and a number of terrace houses along Harris Street, Union Street and Paternoster Row. The square is listed on the Register of the National Estate. There are existing views from the square east towards the Astral Hotel and Astral Residences on The Star site. There are also some views east to the high-density, contemporary buildings in the Sydney CBD.

Pymont Conservation Area

The Pymont Conservation Area is located to the south west of the subject site. It is identified as an item of environmental heritage in the Sydney LEP 2012. The below description of the conservation area has been sourced from the Heritage Branch inventory sheet for the item (no. 2424801).

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 centered on a public square (Union Square) which is the main pedestrian entry to the area from the City. The area features sandstone kerbing, sandstone cutting and stairs cut into rock that repeat themes throughout the Pymont Peninsular.

Figure 12 i Visual survey of development to the south and south west of the subject site.



Picture 30 i View east towards early shop building at the corner of Union and Edward Streets.



Picture 31 i View south west along Union Street.



Picture 32 i View west across Union Square.



Picture 33 i View east across Union Square towards The Star.

4 HISTORICAL OVERVIEW

4.1 AREA HISTORY

Pymont's history dates back to 1799, when it was reputedly purchased by John Macarthur for 25 pounds of rum.¹

Despite its proximity to the original settlement of Sydney, the development of Pymont was slow until the 1840s. Early European settlers recalled a distinct Aboriginal presence up to the 1830s. It has been suggested that the Aboriginal people living around Go-mo-ra (Darling Harbour) and the headwaters of the Blackwattle Creek may have formed a separate clan from the generally recognised Gadigal. Tentatively named the Gommerigal, this clan has yet to be officially recognized, but as late as 1830, Absalom West recorded the existence of a Darling Harbour 'tribe'.

Europeans visiting Pymont in the early years were likely to do so by boat. It was famously visited by Captain John Macarthur and his entourage in December 1806, when the presence of a spring of natural water at the chosen picnic spot inspired the naming of the place 'Piermont', after a spa town of that name in northern Germany. The spring later became known as Tinker's Well.

But it was sandstone that eventually came to define Pymont and the name became a byword for some of the best sandstone in the world, creating a highly profitable quarrying business. Some of Sydney's most reputable and well-known buildings were built using Pymont's yellow block sandstone, including Sydney Town Hall, the Art Gallery of NSW and the University of Sydney.² There was also a thriving wool industry.

For the first half century of European occupation, minimal industrial uses did little to alter the timeless landscape of Pymont. Macarthur built a windmill that ground grain for a few years, but it could not compete with the mills in the centre of the city, and it soon slipped into folklore as 'haunted'. After the land was finally subdivided in 1839, some shipbuilding and an iron works took tenuous hold of the shoreline, and a smattering of rough-hewn stone cottages appeared. But there was no stampede to populate Pymont, and never a time when its residents did not share the space with industry and quarries.

In the late 1840s, Darling Island was levelled and joined to the mainland with the hewn rock. The 'island' became home to the shipbuilding yards of the Australian Steam Navigation Company. By 1855 a patent slip was in use, repairing ships of up to 2,000 tons. Nearby, associated industries began to congregate.

From the 1840s until the end of the nineteenth century, quarrymen hewed down the isolated western half of the peninsula for sandstone. Uncounted tons of Pymont 'yellowblock', as it was known, were carted into the city to build the great public buildings which remain the signature of Sydney's nineteenth-century built form. The quarries were known locally as 'Paradise', 'Purgatory' and 'Hellhole', in recognition of the difficulty of working the stone.

By 1850 there were 103 commercial enterprises in Pymont including a ship yard and quarries. It was these industrial activities, combined with flour milling and other light industries and the general development of mercantile wharfage that was mainly responsible for the high population density of the inner western suburbs.

In 1855 an incorporated company was permitted by Act of Parliament to build a wooden bridge across Darling Harbour from Market Street to Pymont. The Act stipulated that it was to have a moveable panel capable of admitting vessels to pass and repass through it. The bridge which opened in 1858, connecting Pymont directly with the City, linked to rural northwest to the city proper and with Glebe Island, Iron Cove, Gladesville and Figtree bridges and Victoria Road became known as 'the Five Bridge Road'. The First Pymont Bridge was replaced in 1902 by the present structure of the same name.³

¹ Shirley Fitzgerald and Hilary Golder, *Pymont and Ultimo under Siege*, Hale and Ironmonger, 1994 pg 14/ citing "Old and New Sydney SMH 19 July 1882.

² The Pymont Village: <http://pymontvillage.com.au/pymont-a-history/>, accessed November 2016.

³ Howard Tanner & Associates, *Conservation Plan for the Offices of the Sydney Electric Lighting Station*, August 1994. History.

Eventually much of the trade of the colony passed through the wharves that lined the peninsula – the wheat and timber and coal that came in on the coastal ships, and went out again to make bread, construct buildings and heat the houses of the city and beyond. After the opening of the Glebe Island abattoirs in 1859, the Pyrmont streets were also host to herds of cattle being driven to slaughter.

At the northern end of the peninsula, the Colonial Sugar Refinery (established in 1878) took in raw material from the Pacific, and turned it into sugar, rum, chemicals and building materials. For many decades, the company's Clydesdale horses hauled its products through the local streets and out to the rest of Sydney. A jumble of foundries, workshops and factories were distributed across the landscape, with lorries and timber jinkers hauling heavy loads through residential streets.

In 1891 the coal jetties along the shore of the peninsula on the northern side of Pyrmont Bridge were constructed. The area west of the Harbour Bridge was predominantly industrial by this time. This was facilitated by the construction of the railroads which, on the southern side of the Harbour, converged on the rail terminus at Redfern. Pyrmont was served by a branch line from this terminus.⁴

By the end of the nineteenth century the population had peaked. Then it began to decline, as the land was taken up for expanding industrial activities. A great powerhouse smokestack signalled the arrival of the new power of electricity, which lit up the land but covered Pyrmont in a fine coating of coal dust. Even the much-loved harbour pool gave way to maritime industrial expansion.

During WWII the cargo wharves at Pyrmont were used largely for the embarkation of troops going overseas on active service, and also for the shipment of large quantities of war materials. After the war had ended, the first modern passenger shipping terminal in Australia was developed at Berth No 13 Pyrmont.⁵

Then these same industries began to disappear and people moved out to the newer leafier suburbs and by the 1980s, the area was full of derelict sites, abandoned workplaces and a small population. Today the peninsula has been more or less reinvented as a pleasant place of residences and high-tech industries.

⁴ Ibid.

⁵ Ibid.

Figure 14 ĩ View from Cockle bay (now Darling Harbour) showing windmill at Pyrmont, c1819-1820.



4.2 SITE HISTORY

4.2.1 Early Development of the Subject Site

4.2.2 Pyrmont Power Station

The former Pyrmont Power Station was an electricity generating plant built by the Electric Lighting Department of the Municipal Council of Sydney and began operation as the Sydney Electric Lighting Station in 1904. Prior to this, Sydney's streets were lit by gas and trains were steam powered. The opening of the Pyrmont Power Station marked the beginning of Electricity undertaking in Sydney by the Municipal Council of Sydney and its successors, and resulted in major development of Australia's industries and urbanisation.

The former Pyrmont Power Station site has had two distinctive phases of development, known as Pyrmont Power Station A (c1903-1925) and Pyrmont Power Station B (c1941-1955). The surviving SELS building (the original administration and office block), forms part of the first phase of development of the site. This building (the southern portion) was constructed by 1904 and was extended to the north in c1922.

The construction of The Star Casino was completed in 1997 and occupies the site of what was originally Pyrmont Power Station B. The SELS Building had a major refurbishment at this time and forms part of the larger Star Integrated Resort development. It is presently used as administration offices for The Star.

The following historical outline provides a general overview of the former Pyrmont Power Station site as well as the SELS Building. For a full history of the area and site refer to the CMP 2017 prepared by Urbis which is appended to this report.

4.2.3 Construction and Opening of Pyrmont Power Station A

In 1896, the New South Wales Legislative Council passed the *Sydney Municipal Council's Electric Lighting Bill* which gave the City Council the authority to proceed with the design and construction of a power station, the object of which was to provide electricity to the City of Sydney for both public lighting and private use.

Among the first works undertaken by Council was to appoint an appropriate Engineer to visit Sydney and prepare the necessary plans and specifications for the installation. The Council subsequently appointed Welsh engineering pioneer Sir William Preece K.C.B and a well known Board of Trade Expert Major Phillip Cardew, both of Westminster, for the works.⁶

In c1900, Cardew submitted a scheme which would enable the Council to supply electricity to districts up to a distance of about 8km from the Power Station, which was to be in Kent Street near the Observatory. However, the Kent Street site was abandoned for the present Pyrmont site due to its resumption by the Government. Shortly after this, in c1902, Preece and Cardew invited tenders for generating the required machinery and plant for the Power Station. Of those received, British firm Messrs. Dicky Kerr and Co. Ltd. was the lowest (at 49,072 pounds) and it was accepted.⁷

Initial Construction and Opening

In 1903, Council purchased 1 ½ acres of land at Pyrmont, in close proximity to Darling Harbour Railway yards and wharfs, for 13,300 pounds. The site had sufficient area to accommodate the power station and was suitably located for easy delivery of coals from the railways, as well as advantageously placed for condensing water.⁸

The construction of the original Pyrmont Power Station A commenced in late c1903. The spoil excavations and first instalment of buildings and machinery foundations were carried out under the direction and superintendence of the City Building Surveyor. Over time, Pyrmont Power Station A became a rapidly expanding series of buildings, extensions and ancillary buildings which expanded to serve the increasing demand of Electricity in Sydney between c1903-1925.

In 1904, the first steam driven Power House came into operation with a network of five sub-stations, cables and arc lamps, which were erected in principal streets of the city.

Development and expansion of Pyrmont Power Station 'A' c1907 onwards

From c1907 onwards, Pyrmont Power Station A expanded to meet the increasing demands of the city and power was generated for other municipalities including Annandale, Mascot, Randwick and Woollahra.

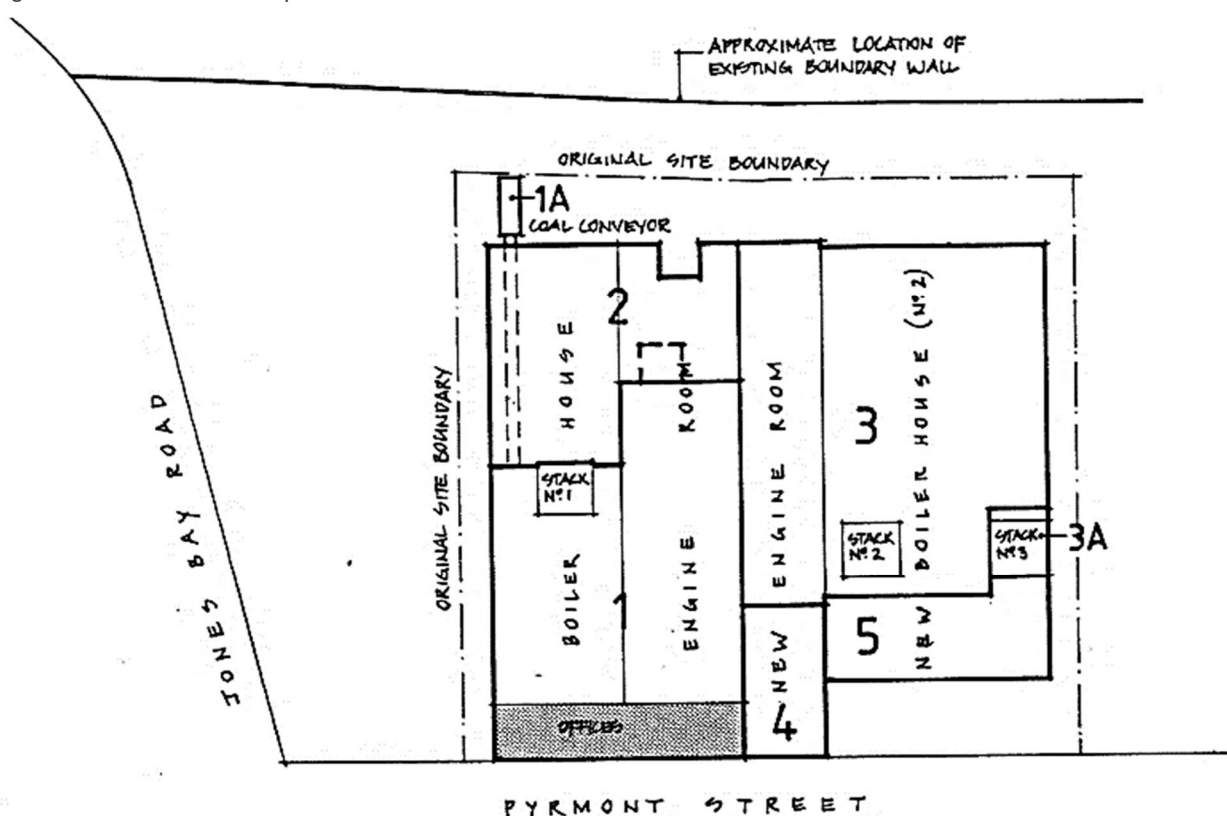
The development of Pyrmont Power Station A is shown in Figure 15 and Figure 16 below and there was effectively three power stations built together with ancillary buildings.

⁶ In 1898, Sir William Preece & Major Phillip Cardew entered a partnership and they specialised in electricity and communications.

⁷ Energy Australia (George Wilkenfeld and Peter Spearritt), *Electrifying Sydney*, p4.

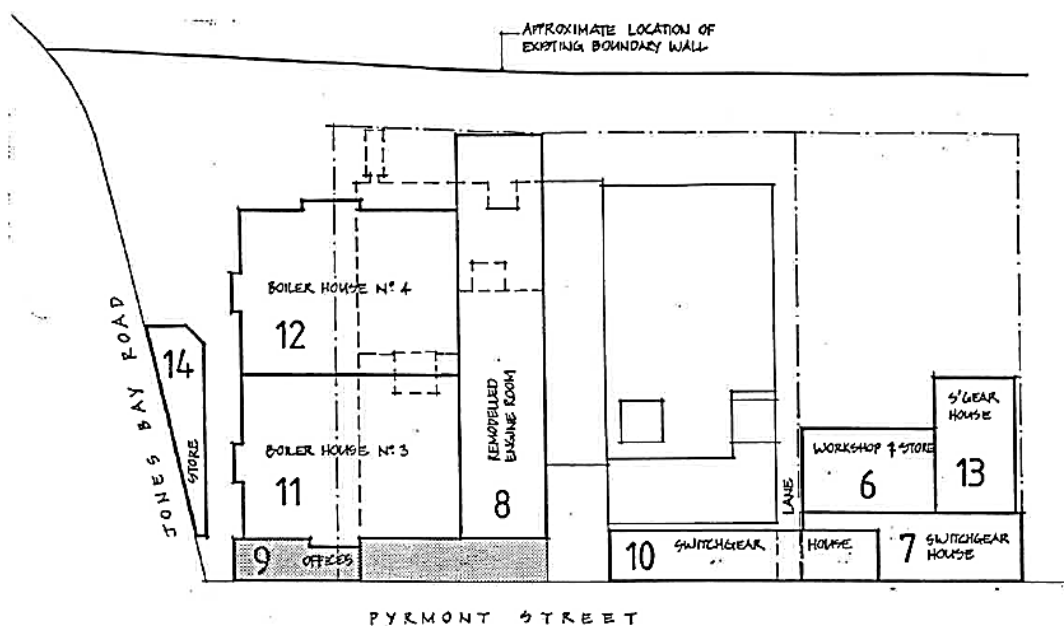
⁸ The Sydney Morning Herald, *Retrospect of a Century, Details of the Electric lighting Scheme*, by W.D Watt, Wednesday 6 July 1904, p5, available online on Trove.

Figure 15 i Phase 1 development of the Power Station 1903-1914



Source: Anne Bickford and Associates Report, p11.

Figure 16 i Phase II development of the power station 1914-1925



Source: Anne Bickford and Associates Report p12.

4.2.4 Construction of Pyrmont Power Station B

By the late 1930s, the first turbo-alternators were nearing the end of their useful lives, and it was decided to redevelop the power station in 1938. In c1941, after around 40 years in operation, Sydney City Council approved a Proposal for the progressive reconstruction of Pyrmont Power Station, known as Pyrmont Power Station B (controlled by the Electricity Commission of New South Wales), which was proposed to be the most efficient and economical of its kind in Australia.

Although plans were drawn up as early as 1941, construction did not commence until 1951, due to delays as result of World War II, politics and industrial problems.

Council acquired seven acres of additional land from the Railways Department for the works and to make way for the new power station, the boiler and turbine buildings and three brick chimneys on the site were demolished to provide coal storage depots to the north west and immediately adjacent to Pyrmont B boiler house. The original SELS building survived these works.

In 1955, Pyrmont Power Station B came into full production. It comprises of a lightweight modern structure as shown in Figure 21 below. It consisted of four 50,000kw turbo alternator units supplied by Metropolitan-Vickers Electrical Co. Ltd, which were some of the largest in Australia and were a fine example of modern design and practice. In full production, 200,000 megawatts were generated from the power plant. There was an extensive coal handling plant and conveyor system which handled a large and constant supply of coal to the boilers.

Pyrmont Power Station B was a vital power plant that supplied power to some of the most important industries in the State. It was decommissioned in 1983 in the same period as the White Bay Power Station and remaining derelict for almost a decade.

4.2.5 The SELS Building

The SELS Building is the subject site is the only surviving building of Power Station A. It was designed and constructed by Mr R.H.Broderick (City Building Surveyor) and his assistant Mr J.H.Merriman (Chief Architectural Draughtsman).

The offices on the corner of Pyrmont Street and Jones Bay Road are the only remnant buildings from the original power station. They were built to house engineers, clerks, draftsmen, testing laboratory, storage battery and a substation for the supply of low tension current to the Power House and neighbourhood.⁶ The image below dated c.1905 shows the completed earlier (southern) section of The SELS Building.

The SELS Building was designed as a four storey building with a main entrance from Pyrmont Street. The external walls of the office block were constructed in brickwork, with a rock-faced free-stone base course. The upper floors of the building were constructed of rolled steel joists and terracotta lumber and the lower floors of concrete and those to the sub-station and battery room were tiled and wood blocked in the laboratory.

Construction of the northern portion began in 1920. There are a number of photographs from the construction of this building (refer below) which show the process. The area immediately to the east of the SELS was excavated at the same time that the SELS was being constructed. This area was excavated for the eventual construction of Boiler house No. 3.

As shown in Figure 14 the eastern wall originally extended to be three levels. The third level was to become the western external wall, which was built for the No 3. Boilerhouse that was to be constructed immediately adjacent to it. Between 1956 and 1970 Boilerhouse No. 3 had been removed from the rear of The SELS. The third storey wall extension was also removed from the SELS.

During 1993-4 the majority of the 1955 Power Station was demolished to provide a suitable site for the proposed casino development. The SELS Building was retained and integrated into this project. It appears that after the CMP for the site was prepared in 1994 the building was altered in various areas. Specifically, the fenestration pattern on the ground floor of the eastern wall of the building was altered.

The original door opening was blocked up and a new door and new window was introduced to create a more rationalised façade. Further, it appears that two previously block up window openings were reinstated. The subject area at the southern end of the ground floor was also reconfigured to create two bathrooms and to extend the hallway south.

Figure 17 i c1905. Northern extent of the original 1904 section of the Sydney Electric Lighting Station–Powerhouse i Pyrmont



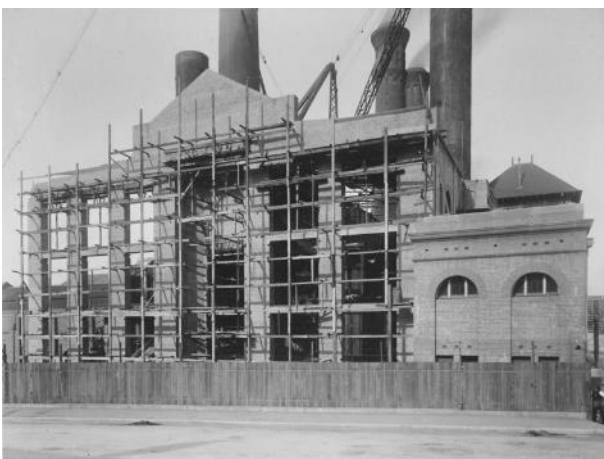
Source: State Library of New South Wales



Picture 34 - September 1921. View of the western façade of The SELS Building.

Source: CRS 51/4150

Figure 18 ĩ 1922. Showing from Jones Bay Road construction and completion of Pymont Power Station Boiler House No.3 under construction. The extension to The SELS appears to have been completed by this time.



Picture 35 ĩ March 1922.

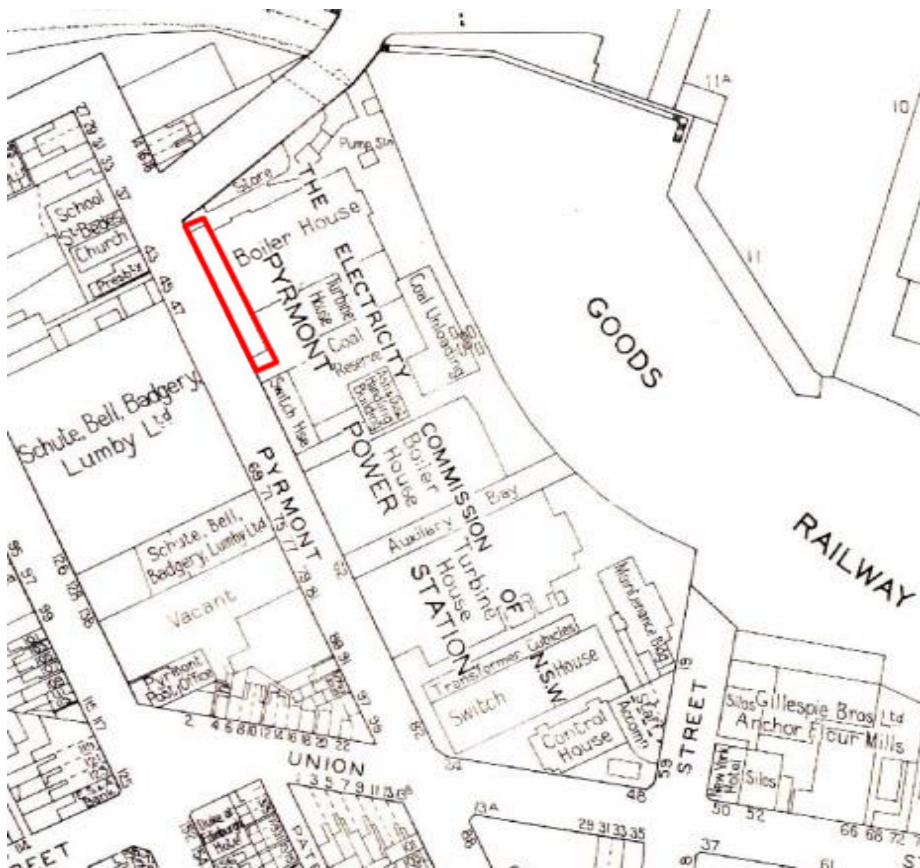
Source: NSCA CRS 51/2211



Picture 36 ĩ November 1922.

Source: NSCA CRS/51/2231

Figure 19 - 1956. City building surveyors detail sheets (approximate extents of subject site outlined red).



Source: City of Sydney Historical Atlas – City Building Surveyors Detail Sheets – Sheet 5

Figure 20 - C1970. Looking south east down Pyrmont Street from cnr of John Street. The Boilerhouse to the east of The SELS (blue arrow) had been removed by this time.



Source: City of Sydney Archives SRC 13403

4.2.6 Development of The Star

Development Application 33/94 was approved by the Minister for Planning on 9 December 1994 under section 91 of the EP&A Act and clause 6(1) of State Environmental Planning Policy No 41 i Casino Entertainment Complex for a permanent casino and entertainment complex including a hotel, serviced apartments, theatres, restaurants, bars, car parking and associated facilities on the site.

The Star now occupies the site of what was originally Pyrmont B power station and the switching station site on which the Darling Hotel is located. It was previously referred to as Star City Casino and before that, Sydney Harbour Casino when it was located on the site of the former wharves 12/13. The Star at its current address was opened in November 1997 and included the retention of The SELS Building in the north-west corner.

4.3 DATE OF CONSTRUCTION

Historic research indicates that The SELS Building was constructed by 1904 and the northern extension was completed c1922.

The construction of The Star was completed in 1997.

5 HERITAGE SIGNIFICANCE

The heritage significance associated with the site and The SELS Building has been set out below.

Section 7 below assesses the potential impacts of the proposed development on the heritage significance of the identified heritage items as outlined in this section.

5.1 WHAT IS HERITAGE SIGNIFICANCE

Before making decisions to change a heritage item, an item within a heritage conservation area, or an item located in proximity to a heritage listed item, it is important to understand its values and the values of its context. This leads to decisions that will retain these values in the future. Statements of heritage significance summarise a place's heritage values – why it is important, why a statutory listing was made to protect these values.

5.2 STATEMENT OF HERITAGE SIGNIFICANCE – THE STAR

The Star does not meet the requisite level of significance for heritage listing.

Except for The SELS Building, The Star Integrated Resort comprises entirely contemporary fabric which does not exemplify any particular architectural style or technology. It does not represent any significant historic processes or phase, and does not have connections with any notable individuals.

5.3 SIGNIFICANCE ASSESSMENT – THE FORMER SYDNEY ELECTRIC LIGHTING COMPANY OFFICES

The Heritage Council of NSW has developed a set of seven criteria for assessing heritage significance, which can be used to make decisions about the heritage value of a place or item. There are two levels of heritage significance used in NSW: state and local. It is necessary to assess the significance of a place before undertaking a Heritage Impact Statement so it is understood what values/fabric it is necessary to retain as part of any proposed works.

The following assessment of heritage significance has been prepared in accordance with the 'Assessing Heritage Significance' (2001) guides.

Criteria	Significance Assessment
A – Historical Significance An item is important in the course or pattern of the local area's cultural or natural history.	The SELS Building (central offices) were constructed in 1904 and are a good example of government architecture in the Federation period. Civic importance is evidenced in the quality of the Art Nouveau detailing, including the entrance with its stained glass windows, decorative tile on floors and wall, cast iron balustrade and decorative plaster. The building is the only remnant part of a complex which provided electrical power to light the first electric street lights throughout Sydney. The later extension to The SELS which constitutes the northern section of the building has a functional relationship with the original section and is contributory to its historical significance.
Guidelines for Inclusion shows evidence of a significant human activity	Guidelines for Exclusion ☐

Criteria	Significance Assessment
is associated with a significant activity or historical phase ☒ maintains or shows the continuity of a historical process or activity ☐	has incidental or unsubstantiated connections with historically important activities or processes ☐ provides evidence of activities or processes that are of dubious historical importance ☐ has been so altered that it can no longer provide evidence of a particular association ☐
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 building has an association with the work of prominent City Architect and Surveyor Robert H Broderick, which is contributory to its associative significance. Among the impressive list of public works he designed included around 300 electricity substations in the city and suburbs, each of different style to suit its immediate environs, the Pyrmont and Woolloomooloo Baths (1902 and 1908), the Pyrmont and Bunnerong Power Houses (1904 and 1927-1928), the large municipal markets at the Haymarket built on cleared slum housing (1909-1915) and the alterations to the Queen Victoria Building for the Sydney Municipal Library (1918). Further, Broderick instigated the Demolition books, a photographic record of buildings demolished by Council in Sydney (c1900-1949) which form an important part of Sydney's historical collections.
Guidelines for Inclusion shows evidence of a significant human occupation ☒ is associated with a significant event, person, or group of persons ☒	Guidelines for Exclusion has incidental or unsubstantiated connections with historically important people or events ☐ provides evidence of people or events that are of dubious historical importance ☐ has been so altered that it can no longer provide evidence of a particular association ☐
C – Aesthetic Significance An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.	The central part of the building is a good example of government architecture in the Federation period. Civic importance is evidenced in the quality of the Art Nouveau detailing, including the entrance with its stained-glass windows, decorative tile on floors and wall, cast iron balustrade and decorative plaster. The building also makes a positive contribution to the streetscape. The presentation of the higher northern element has been somewhat diminished by the construction of the northern extension which directly abuts it. Notwithstanding, the extension, which was constructed by 1943 features similar detailing albeit stripped, and contributes to the aesthetic significance of the item.
Guidelines for Inclusion shows or is associated with, creative or technical innovation or achievement ☒ is the inspiration for a creative or technical innovation or achievement ☐ is aesthetically distinctive ☒ has landmark qualities ☐	Guidelines for Exclusion is not a major work by an important designer or artist ☐ has lost its design or technical integrity ☐ its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded ☐ has only a loose association with a creative or technical achievement ☐

Criteria	Significance Assessment
exemplifies a particular taste, style or technology ☒	
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 building is not important for its associations with an identifiable group. It therefore does not meet the requisite standard of significance under this criterion.
Guidelines for Inclusion is important for its associations with an identifiable group ☐ is important to a community's sense of place ☐	Guidelines for Exclusion is only important to the community for amenity reasons ☒ is retained only in preference to a proposed alternative ☐
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>	There is no evidence to suggest that any unique or rare methods were adopted in the construction of the building. There is further no known remnant evidence of machinery related to the supply of power in the building which would indicate early substation practices. As such, it is considered that there is no information comprised within the subject site which cannot be easily gained from other sources. The site is further not located on any known archaeological deposits. Accordingly, the site does not meet the requisite standard of significance under this criterion.
Guidelines for Inclusion has the potential to yield new or further substantial scientific and/or archaeological information ☐ is an important benchmark or reference site or type ☐ provides evidence of past human cultures that is unavailable elsewhere ☐	Guidelines for Exclusion the knowledge gained would be irrelevant to research on science, human history or culture ☐ has little archaeological or research potential ☒ only contains information that is readily available from other resources or archaeological sites ☒
F – Rarity <i>An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.</i>	The subject site is the only remaining structure of the original 1904 construction of the Pyrmont Power Station. While the Federation Arts and Crafts design is seen throughout Sydney, it is rare to see an intact internally and externally civic administration building in this style, particularly one with the cultural significance associated with the demolished Pyrmont Power Station.
Guidelines for Inclusion provides evidence of a defunct custom, way of life or process ☐ demonstrates a process, custom or other human activity that is in danger of being lost ☐ shows unusually accurate evidence of a significant human activity ☒	Guidelines for Exclusion is not rare ☐ is numerous but under threat ☐

Criteria	Significance Assessment
is the only example of its type ☐ demonstrates designs or techniques of exceptional interest ☐ shows rare evidence of a significant human activity important to a community ☐	
G – Representative <i>An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's):</i> - cultural or natural places; or - cultural or natural environments.	The building is a good representation of civic architecture in the Federation period. It retains many of the characteristics of its type and positively contributes to the presentation of the streetscape.
Guidelines for Inclusion	Guidelines for Exclusion
is a fine example of its type ☒ has the principal characteristics of an important class or group of items ☐ has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity ☐ is a significant variation to a class of items ☐ is part of a group which collectively illustrates a representative type ☐ is outstanding because of its setting, condition or size ☐ is outstanding because of its integrity or the esteem in which it is held ☐	is a poor example of its type ☐ does not include or has lost the range of characteristics of a type ☐ does not represent well the characteristics that make up a significant variation of a type ☐

5.4 STATEMENT OF HERITAGE SIGNIFICANCE IN THE FORMER SYDNEY ELECTRIC LIGHTING COMPANY OFFICES

The SELS Building, constructed 1904 (and extended in 1922), has local historic, associative and aesthetic significance as well as rarity and representative value.

The building is historically important as the only remaining structure of the former Sydney Electric Lighting Station, which provided power to light the first electric street lights throughout Sydney, and was one of the largest and most important generating stations in NSW for many years. Further, there is an association with the work of prominent City Architect and Surveyor Robert H Brodrick.

Although the building has been partly degraded by surrounding development, it contributes to the immediate streetscape and has aesthetic significance and representative value as a good example of an early Federation period Arts and Crafts style civic building. It retains a number of original features characteristic of the Art Nouveau period including stained glass windows, decorative tiles, cast iron balustrades and decorative plaster. The 1922 extension to the north has some of the same features and generally contributes to the aesthetic significance of the original section.

The subject building is considered rare. Whilst Federation period buildings are seen throughout Sydney, it is rare to see a largely intact civic administration building in this style with art nouveau detailing, and particularly one with the cultural significance associated with the demolished Power Station.

5.5 PROXIMATE HERITAGE ITEMS

The subject site is located in Pymont which features a myriad of heritage listed items and a heritage conservation area. For the purpose of this report only the items in the immediate vicinity of the heritage item have been individually addressed (in terms of impact). The statement of heritage significance for the Pymont Conservation Area has been set out below. Refer to the Office of Environmental and Heritage State Heritage Inventory for the statements of significance for each item set out in Section 7.1 of this report.

5.5.1 Statement of Heritage Significance ĩ Pymont Conservation Area

The below Statement of Heritage Significance has been sourced from the Office of Environment and Heritage database for the item (no. 2424801).

The 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. 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.

6 KEY CONSERVATION CONSIDERATIONS FOR THE SELS BUILDING

The Conservation Management Plan 2017 prepared by Urbis sets out the appropriate management framework for changes in and around The SELS Building to conserve its significance.

Key considerations relevant to the proposed works are set out below and the works have been assessed in Section 7 of this report against the specific, relevant policies set out in the Conservation Management Plan.

How Should the Site be Conserved and Managed?

Section 7 of the CMP prepared by Urbis for The SELS Building provides an overview of heritage opportunities and constraints specific to the subject site and Section 8 of the CMP provides conservation policies and guidelines to assist in the management of the sites heritage values.

The subject site is of local heritage significance. Any proposed modifications to it or works in its vicinity must take into consideration the identified significance and must have regard for the total resource.

Change should also be considered with the goal of conserving and enhancing the identified heritage values of the subject site, wherever possible. The minimum standards of maintenance and repair under Section 118 of the *Heritage Act 1977*, must be adhered to in order to ensure the long-term conservation of the heritage item.

It is appreciated that there will be ongoing development to The Star generally given its reputation as a major Sydney entertainment destination. Although The Star forms a larger and more dominant structure and none of the fabric comprised within The Star contributes to the heritage significance of The SELS; future development in the vicinity of The SELS Building should consider, and respect the physical and visual curtilage of the heritage fabric.

When undertaking works to The SELS or in its vicinity, assessment under relevant legislation should consider whether the works are likely to impact on the site's heritage significance and/or nominated significant fabric as identified in the CMP. Reference should be made to the sites statement of heritage significance as set out in the section above.

7 IMPACT ASSESSMENT

7.1 HERITAGE LISTING

The only part of the subject site which is heritage listed constitutes The SELS Building, which is located in the north west corner of the site. It is identified as Item - 1259 under the Sydney Local Environmental Plan 2012, as shown on the heritage map below. It is listed on the Register of the National Estate (ID100714) and the National Trust Register. The site is also located within the Ultimo/Pymont Special Character Area.

The Star Integrated Resort is located in the vicinity of the locally listed Pymont Conservation Area (C52). The Pymont Peninsula comprises a number of heritage listed items which have been considered in the assessment in this report. The heritage items have been considered in groups and each of these assessments is informed by a set of views prepared by FJMT (appended to this report). The table below identifies the group of heritage items and the relevant views.

Table 1 i Groups of heritage items on the Pymont Peninsula assessed in this report.

Group	Heritage Items	Refer View No.
Pymont Conservation Area	Heritage items in the conservation area (C52) include: I1271, I1228 (SHR NO. 01440), I1230, I1231, I1232, I1263, I1265, I1233, I1234 I1273, I1262, I1272, I1247, I1226, I1227, I1229, Additional items considered in this group include: I1224, I1241, I242, I1211, I1212,	Refer View 1 i View 5.
Heritage Items in the vicinity of Intersection of Harris Street and John Street	Heritage items in this area include: I1235, I1203, I1204, I1236, I1237, I1240, I1237, I1219, I1220, I1221, I1218, I1219, I1222, I1223, I1260, I1258.	Refer View 8.
Heritage Items in the vicinity of Intersection of Harris Street and Scott Street	Heritage items in this area include: I1216, I1217, I1269, I1270 (SHR NO. 01986), I1202, I1215, I1214, I1243.	Refer View 9 and View 11.
Heritage Items at Intersection of Bowman Street and Point Street	Heritage items in this area include: I1254, I1210, I1253, I1239.	Refer View 12.
Setting and Views Analysis - Heritage Items at Intersection	Heritage items in this area include: I1261, I1259, I1225.	Refer View 7.

Group	Heritage Items	Refer View No.
of Pymont Street and Jones Bay Road		
Foreshore Heritage Items (north of subject site)	Heritage items in this area include: I1239, I1249, I1200, I1250, I1251 (SHR NO. 01855), I1252, I1253	Refer View 13 ĩ View 19, and View 21 ĩ View 23.
Heritage Items to North West of the Peninsula	Heritage items in this area include: I1207, I1208, I1209, I267, I268.	Refer View 10.
Heritage Items South West of the subject site.	Heritage items in this area include: I1213, I1244, I1245, I1255, I1256, I1266, I1274, I1275, I1276, I1277.	Refer View 6.

This HIS is focused on the impact on The SELS Building and setting of the items on the Pymont peninsula as a result of the proposed works. However, this report also includes consideration of the impact on the setting of Pymont Bridge (as a state listed item in the vicinity ĩ SHR no: 01618) and the potential impact on the protected Martin Place Skyline.

Figure 21 Ĩ Heritage map showing listed items in the vicinity of the subject site (outlined blue).



Source: City of Sydney LEP 2012 HER_007

Figure 22 Ĩ Heritage map showing listed items in the vicinity of the subject site (outlined blue in the image above).



Source: City of Sydney LEP 2012 HER_008

7.2 CONTROLS

7.2.1 Sydney Local Environmental Plan

This application constitutes a modification under Section 75W of the EP&A Act. As such, the NSW Department of Planning is the consent authority. The Sydney LEP 2012 is not directly relevant to this application and there is no statutory requirement to assess the Proposal against its provisions. Notwithstanding, the heritage listings associated with The SELS Building and the proximate heritage items are included under Schedule 5 of the Sydney LEP. Therefore, as an exercise of best practice, Urbis has assessed the works against this legislation and considered the associated Sydney DCP 2012 (refer Section 7.3).

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

Table 2 ĩ Relevant LEP Clauses

Clause	Discussion
5.10 Heritage conservation Note. Heritage items (if any) are listed and described in Schedule 5. Heritage conservation areas (if any) are shown on the Heritage Map as well as being described in Schedule 5. (1) Objectives The objectives of this clause are as follows: (a) to conserve the environmental heritage of the City of Sydney, (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views, (c) to conserve archaeological sites, (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.	This report has been prepared to consider the proposed works against the objectives set out in the Sydney Local Environmental Plan 2012 Section 5.10. The proposed works include the construction of a tower to the north corner of the site, a ribbon element along the north-eastern boundary and various site upgrades across the balance of the site. All elements have been individually addressed below in this section with consideration for the Sydney DCP 2012. The proposed works have also been assessed in relation to the relevant policies set out in the Conservation Management 2017 prepared for The SELS Building by Urbis. In summary, it is considered that the proposed works have been designed in accordance with the objectives set down in the LEP relevant to heritage conservation.
(2) Requirement for consent Development consent is required for any of the following: (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):	The subject property as a whole has no associated heritage listings. However, The SELS Building, located in the north-west corner of The Star Complex is identified as an item of environmental heritage under the Sydney LEP 2012 - former Pyrmont Power Station Administrative building (Item - 1259). This building is also listed on the Register of the National Estate (ID100714) and the National Trust Register. The whole site is located within the Pyrmont/Ultimo Special Character Area as identified in the SDCP 2012.

- (i) a heritage item,
- (ii) an Aboriginal object,
- (iii) a building, work, relic or tree within a heritage conservation area,
- (b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,
- (c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,
- (d) disturbing or excavating an Aboriginal place of heritage significance,
- (e) erecting a building on land:
 - (i) on which a heritage item is located or that is within a heritage conservation area, or
 - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,
- (f) subdividing land:
 - (i) on which a heritage item is located or that is within a heritage conservation area, or
 - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

The Star is also located in the vicinity of a number of heritage items as set out above, and the Pyrmont Conservation Area.

Accordingly, the assessment set out in the section below has been prepared to address the potential heritage impact of the proposed works on The SELS Building and the heritage items proximate to The Star.

(4) Effect of proposed development on heritage significance

The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area,

Refer to Section 7.3 below for a detailed assessment of the proposed development.

The following has been summarised from the assessment below:

consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

- There would be no physical impact on any identified listed items including The SELS Building on the subject site;
- The construction of a tower on the site is acceptable from a heritage perspective given the likely future character of the area;
- The siting of the tower would ensure that no existing views to or from The SELS are obstructed and that the former remains the dominant feature in the streetscape.
- The proposed balance of site works are minor and would not change the character of The Star or have a detrimental visual impact on the identified heritage items;

In summary, the proposed works are supported from a heritage perspective.

(5) Heritage assessment

The consent authority may, before granting consent to any development:

- (a) on land on which a heritage item is located, or
- (b) on land that is within a heritage conservation area, or
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b),

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

This report has been prepared to respond to this provision. The heritage assessment is set out in detail in Section 7.3 below. Further, Urbis has updated the existing Conservation Management Plan 2017. This document sets out the appropriate management for changes to the building and to the fabric in the vicinity of the building. The Conservation Management Plan also includes a cyclical maintenance plan to ensure the ongoing appropriate maintenance of the significant fabric.

The proposed works have been assessed in this report against the relevant policies set out in the CMP (refer Section 7.6).

7.3 ASSESSMENT OF HERITAGE IMPACTS

The impact of the tower element, ribbon element and each of the balance of site works have been assessed individually below in accordance with SEAR 1, *from a heritage perspective the Proposal will not have impacts beyond those already assessed under the Approved Project*. The assessment has been written with reference to the relevant policies set down in the Sydney Development Control Plan 2012. Where relevant, specific provisions have been referenced. An assessment of the proposed works against the policies set out in the CMP 2017 for The SELS Building is set out in Section 7.6.

7.4 VISUAL IMPACT ASSESSMENT I TOWER ELEMENT

The suitability of a new tower element in the context is assessed broadly in Section 7.4.1 below. The impact of the proposed works on the setting of the heritage items on the Pyrmont peninsula including the Pyrmont Conservation Area is assessed in detail in Section 7.4.3.

The Visual Impact Assessment prepared by Architectus should be referenced in conjunction with this assessment.

7.4.1 Scale

The Star is a major leisure destination in Sydney with rapidly increasing demands to accommodate patron needs in terms of both entertainment and accommodation. It is understood that there is a need to redevelop the site to address changing needs of the casino which has resulted in the current Proposal which would substantially increase the floor space and improve the amenity of The Star. The additional bulk across the site has been applied with the intent of minimising environmental impacts. It is considered appropriate that the additional floor space is primarily concentrated in a tower form as proposed rather than significantly increasing bulk across the entire site which would likely have a larger impact on the precinct generally and the heritage items in its immediate vicinity in terms of scale.

While it is appreciated that the additional bulk will be concentrated in one area, the tower is 63 storeys and therefore will change, to some degree, the character of the peninsula in terms of its current scale and typology. However, it is important to acknowledge that Pyrmont is unique in the context of other city fringe suburbs (such as Paddington, Surry Hills and Glebe) in that the early building stock is not almost exclusively fine grain residential terraces. Conversely, the area has, since at least the 1870s, been continuously characterised by larger scale industrial sites including the Colonial Sugar Refining Coy Ltd, the Shell Company of Australia and the Pyrmont Power Station itself. The existing residential terraces and small shops developed concurrently with and therefore always existed in the context of larger scale development which characterised its setting. As the early industrial buildings (including the Pyrmont Power Station) have started to become progressively redundant, the remnant large sites have facilitated larger scale development on the peninsula.

For example, the CSR Factory has been replaced by Jackson's Landing which is a residential development comprising a number of multi storey residential buildings. The image below, which has been taken from a high level to enable a clear view of the typologies across the peninsula, clearly shows that the western side of the peninsula is already dominated by high density residential development. The building stock in the centre of the peninsula, along Harris Street is small scale and fine grain, this is reflected in the application of heritage listings shown at Figure 21 which are concentrated around Harris Street. However, both the east and west sides of the peninsula are of a notably different scale. As shown in Figure 26 below Jackson's Landing is visible from the intersection of Harris Street and John Street, and Harris Street and Scott Street. Both of these intersections have a concentration of heritage listed items whose broad settings are characterised by higher scale development (note that impact of the scale on the setting of individual heritage items is discussed in further detail below). It is therefore not considered that the significance of the heritage items is vested in a low scale or fine grain setting.

The proposed tower would be in an area where the early development was not historically exclusively small scale and an area where higher density development is already evident and has been facilitated by the impact that the early larger industrial buildings have had on its subdivision pattern.

Figure 23 ĩ View 24 (above ground level) ĩ refer reference plan at Figure 28 below.



Source: FJMT

Figure 24 ĩ Views from Harris Street.



Picture 37 ĩ View west along John Street.



Picture 38 ĩ View west along Scott Street.

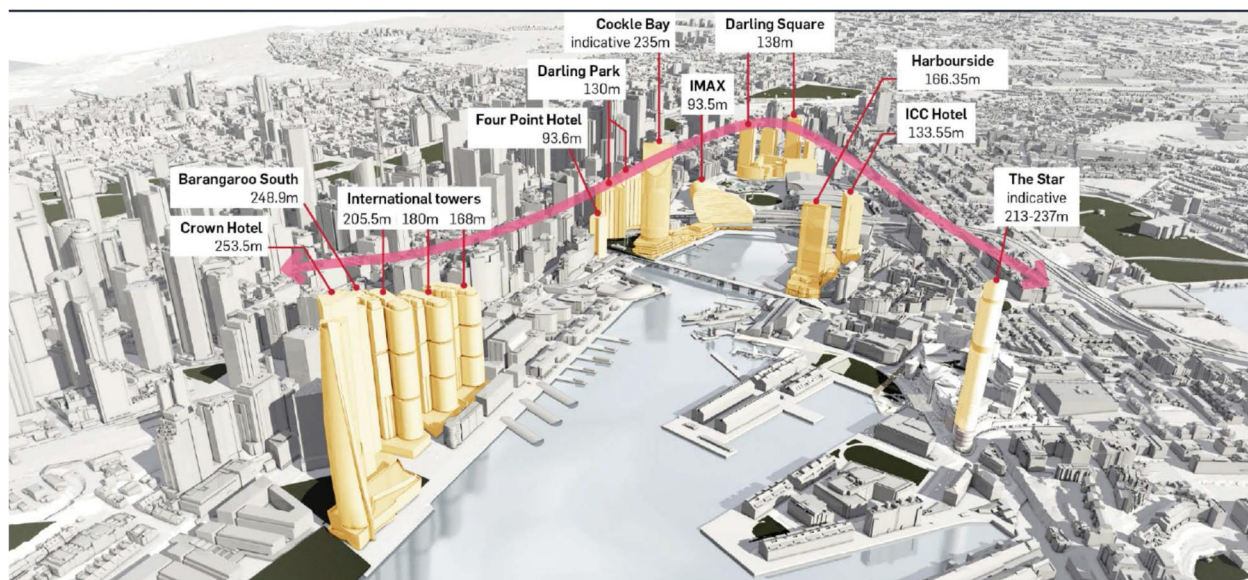
Further to the above, it is also important to acknowledge that the tower will not in the future exist as an isolated example of its type on the peninsula. After decades of decline the peninsula has undergone significant urban renewal under the Building Better Cities program established under the NSW Government. The western side of the Darling Harbour Precinct is already dominated by mid-high-density hotel, residential and leisure developments including the Novotel Hotel, Hotel Ibis and Residential Apartments. Further, reflecting the pressure for further high-density development, many precincts surrounding Pyrmont including Darling Harbour and the Bays Precinct are designated as State Significant Development Sites meaning that there is real potential for intensified development in close proximity to the Pyrmont Peninsula. A number of additional developments of a similar scale have been approved in the vicinity of the subject site in response to this increasing demand for density in Sydney generally. Developments in the vicinity which are approved/under consideration include: Imax; Sofitel; and Harbourside. As such, the fine grain character of the Pyrmont Peninsula including the Darling Island built forms will inevitably exist in the context of larger scale development than what currently exists.

Notwithstanding, the above observations it should be considered that visibility of a tower of a larger scale than existing development in the vicinity of heritage listed items does not necessarily equate to a detrimental impact on the setting of heritage items. Principles that should be applied include ensuring that no significant views to the heritage items are obscured and ensuring that the heritage items are still dominant and a focal point in their respective streetscapes. As shown in the Detailed Setting Analysis in Section 7.4.3 below the tower would not obscure any identified significant views, rather it would obscure only sections of skyline. Further, the tower has a physical separation from most of the identified heritage items and substantial development of varying scales exists between. Although the tower would be visible in the background of a number of items and may introduce another focal point in some views, it would not preclude an ability to fully appreciate the heritage items as at present.

In summary, it is considered that the construction of a tower on the site is acceptable from a heritage perspective given: that the tower development around the harbour is located in a wider context which is strategically accepted for growth (note the approved Packer Casino); the development occurring around this section of the harbour; and the appropriate detailing and mitigation measures developed for the proposed tower (set out below). The visibility of the tower is therefore not considered to generate a detrimental heritage impact on the listed items in the area.

Refer to the section below for a detailed assessment of potential impact on the setting of the heritage items within the peninsula as a result of the scale of the proposed tower.

Figure 25 i Approved developments in the vicinity of The Star.



Source: Urbis Design – Urban Context Presentation

The efficacy of the design in mitigating visual impacts of the scale of the tower on the heritage items and conservation area is summarised below. The detailing of the proposed tower is assessed further below under Character

- Cognisant of the concentration of significant fabric to the south east of the subject site (Pymont Conservation Area), the tower has been sited and designed to ensure that this significance and enjoyment of the spaces are not diminished. The location of the tower is resultant of thorough urban design analysis. The decision to locate the tower element to the north corner of the site was partly driven by minimising impact on the Pymont Peninsula generally and its key features including Union Square. As discussed above, a requirement to retain a lower scale of development along Pymont Street was considered in the siting of the tower. The tower is proposed a substantial distance from the western boundary of the site (Pymont Street) which currently comprises 3 storey elements relating to the scale of early development along Pymont Street and the lower scale of the central spine of the Pymont peninsula generally which constitutes Harris Street.
- As discussed above, concentrating the extra floor space in a tower form would ensure that overall the bulk across the balance of the site when viewed at a pedestrian scale would not notably increase. This would ensure that scale of the development down the western boundary of the site would not increase and that it would continue to generally relate to the scale of the buildings in the Pymont Conservation Area;

- The bottom of the proposed tower is significantly thinner than the top as a result of rigorous design development which has been undertaken to ensure that environmental impacts are minimised. The reduced floorplate to level approximately a quarter of the height of the building would reduce the visual impact of the scale of the tower when it is viewed in the immediate vicinity in the context of the identified heritage listed items located around the intersection of Pirrama and Jones Bay Roads including the state listed former Royal Edward Victualling Yard;
- The elliptical and organic form of the tower allows visual access around the element which would serve to visually reduce the apparent bulk and enhance the surrounding visual curtilage;
- The elliptical form of the tower, including the shifting of the columns, one behind the other, mean that from the south west (Union Square and Pyrmont Conservation Area) the building would appear slimmer than from the west. This is considered appropriate in terms of minimising impact on the scale of the outlook from the conservation area and of the views towards the peninsula from the harbour;
- The inclusion of a podium element to the base of the tower was an integral part of the architect's brief. The podium was intended to relate to the existing scale of the built fabric around intersection of Jones Bay Road and Pirrama Road, and to moderate the difference in scale between the tower and the parkland opposite. More specifically, it was designed with the intention of maintaining a relationship with the heritage items opposite the state listed Former Royal Edward Victualling Yard warehouses and the sandstone escarpment, with which its essentially height matches (in accordance with DCP 3.9.5 (3)(b)) and which the special character statement for Pyrmont/Ultimo defines as a characteristic feature of the special character area. The proposed podium is lower than the 28m LEP compliant envelope and is a similar height to the existing form on the north corner of the site (refer Figure 26);
- The northern corner of the subject site in its current state presents as blank walls to the intersection. The fabric does not facilitate interaction with the public domain. The proposed tower element would generally activate the northern portion of the site at street level, through the creation of a key entrance in the podium element which maintains the human scale of the corner and the community use of the ground floor space including small exhibition spaces and lounge areas. It is considered that this would encourage use of the waterfront and encourage appreciation of the surrounding heritage items particularly the warehouses opposite.

7.4.2 Character

As discussed above, the Pyrmont peninsula is characterised by a combination of early and contemporary buildings of varying scale. A prominent association with the peninsula is as a source for Sydney sandstone which was quarried there and is a dominant feature on a number of buildings.

To mitigate visual impacts on the surrounding heritage stock in terms of character the following design decisions have been made during the design development of the tower:

- The entrance to the Ritz Carlton would not notably change the existing envelope of The Star and is generally in keeping with its existing character. The contemporary form constituting the ground floor awning over the entrance is of an appropriate scale and has an appropriate separation from all identified heritage items that it would not detract from their setting;
- The proposed scheme appropriately proposes an expressed podium. The podium is expressed both through form and materiality;
- Sandstone characterises the area. It is visible in the natural environment including in the escarpment to the north of the site, and in the built environment including in the art nouveau details comprised within The SELS. The use of sandstone in the tower podium is sympathetic to the character of the area and ensures that a relationship between the old and new fabric is retained. Further, it is proposed to use either sandstone or profiled aluminium in a sandstone colour in the spandrel panels on the tower. These spandrel panels would sympathetically reduce the void to solid ratio comprised in the tower;
- The podium element is proposed to be clad in a sheer glass wall. Sculptural timber mullions are proposed to reduce the void to solid ratio to articulate the façade and reduce visual impact on the proximate items; and
- There is a substantial amount of vegetation proposed to the development overall in the form of green-belts. These belts further articulate the façades, emphasise the podium element and constitute a sympathetic neutral element in the context of the contemporary fabric in an early setting.

Figure 26 ĩ Intersection of Pirrama Road and Jones Bay Road.



Picture 39 ĩ View north towards the state listed item.



Picture 40 ĩ View east towards the existing development on the north corner of the subject site.

Figure 27 ĩ Proposed podium element with streetscape scale architectural elements.



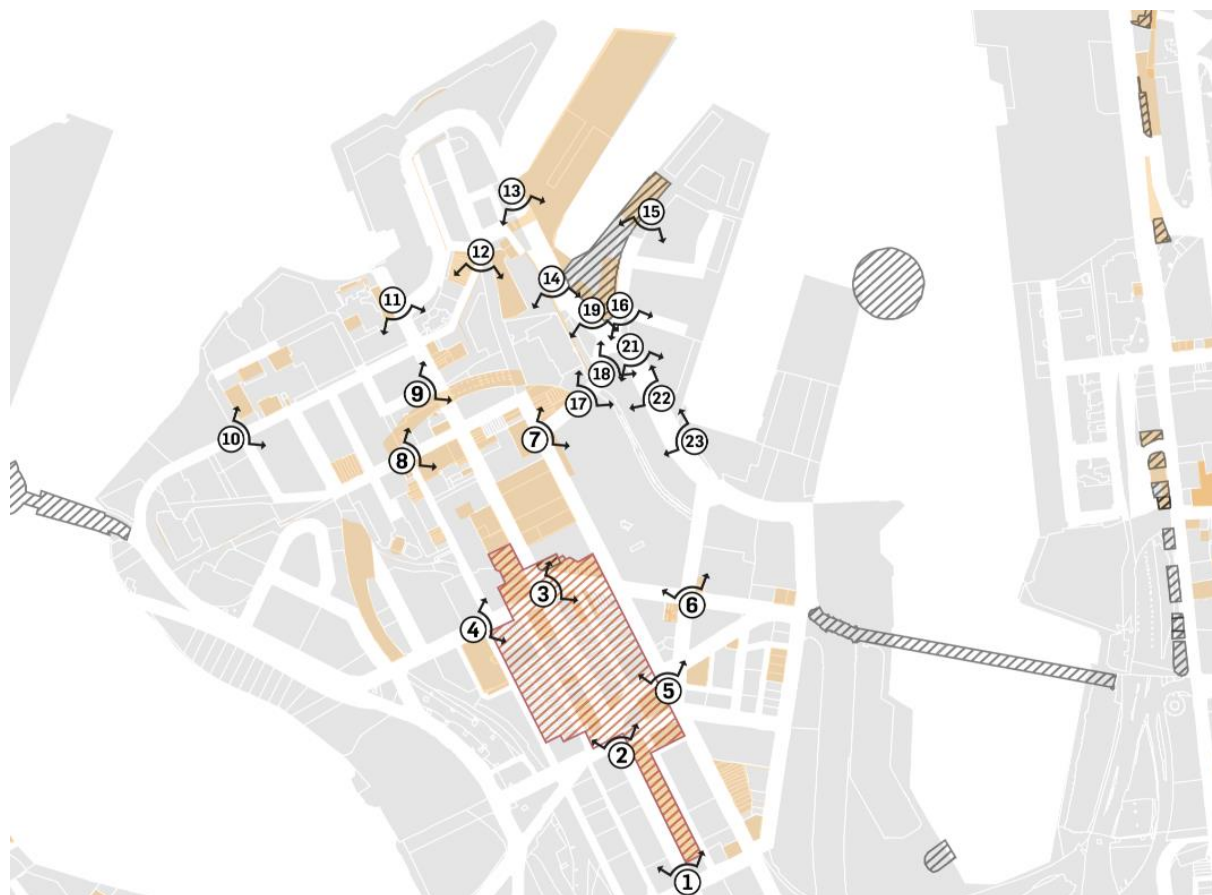
Source: FJMT

7.4.3 Detailed Setting Analysis

Urbis, in consultation with FJMT has assessed in detail potential impact on the setting of the Pymont Conservation Area and the heritage items within the peninsula as a result of the scale of the proposed tower. This assessment individually considers the conservation area and groupings of heritage items as described by each subsection heading e.g. heritage items at intersection of Harris and John Streets.

The reference image (with heritage item overlay) at Figure 28 below shows the location of each of the views used to inform the assessment in this section. Not all views are reproduced in this report however the views are set out in larger format in the Urban Design Context Report.

Figure 28 i View reference plan with heritage map overlay.



Source: Urbis Design

Setting Analysis - Pymont Conservation Area

Refer View 1 – View 5.

Ensuring that visual and shadow impacts to Union Square in the Pymont Conservation Area to the south west of the site are minimised has been a key consideration in the siting of the tower. A tower of the same scale as that proposed would be visible from Union Square regardless of its siting on the subject site. However, the proposed location to the north-eastern boundary of the subject site, furthest away from Union Square, best facilitates the continued enjoyment of the historic square through minimal visual/overshadowing impact on the square. It should be acknowledged that at present, views north east from Union Square to the harbour/city are largely obscured by the Astral Hotel which the proposed tower would be located behind (north east) of. The only additional impact on vistas from Union Square is therefore on the existing silhouette of the Astral Hotel against the sky, no built fabric would be obscured.

Given the close proximity of the Pymont Peninsula to the CBD it is expected that views from the public spaces along Harris Street comprise early fabric in the foreground with contemporary high-density buildings forming a backdrop. The setting of Union Square currently comprises a high proportion of contemporary fabric including the Astral Hotel the

contemporary development on the south side of Union Street and in a broader sense, the CBD to the west. The essential contemporary character of the setting of Union Square would not be changed as a result of the proposed tower.

It is acknowledged that the scale of the backdrop would be changed as the as proposed tower would be in closer proximity than the existing development in the CBD. However, although the tower would be visible in the outlook from the square it would not obscure existing views to any specific heritage items. As the tower would be located on the opposite side (north) of the existing Astral Hotel, it would not change the backdrop against which the roof forms of the items along the north side of Union Square would be read. Further, given the distance between Union Square and the tower, and the existing development in between, the tower would not define the immediate context of the square. The visual impact identified in the Visual Impact Assessment prepared by Architectus is moderate as the tower would not affect appreciation of existing important elements within the view.

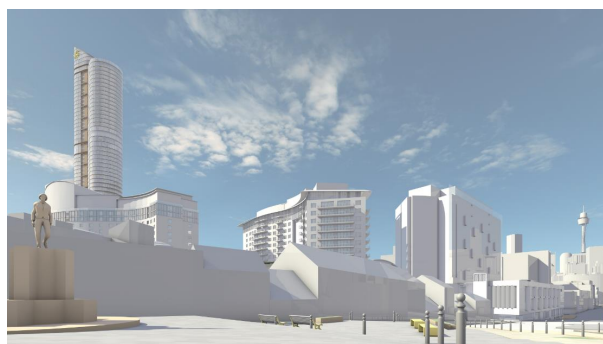
Further to the above, View (4) shows that the proposed tower would have no negative impact on the setting of Union Square. Views eastward towards the conservation area along Miller Street do not encompass Union Square, due to the topography of the land. What *is* visible of the conservation area in the same context as the tower, is the rear of the heritage items along the west side of Pyrmont Street and high proportion of late 20th century development along the north side of Miller Street including a multi storey residential development. It is not considered that the setting around the conservation area as appreciable from this view point (4) is significant and therefore it is not considered that the addition of the proposed tower to the setting would detract from the significance of the conservation area.

Figure 29 i View (3) from Union Square.



Picture 41 i Existing view (3).

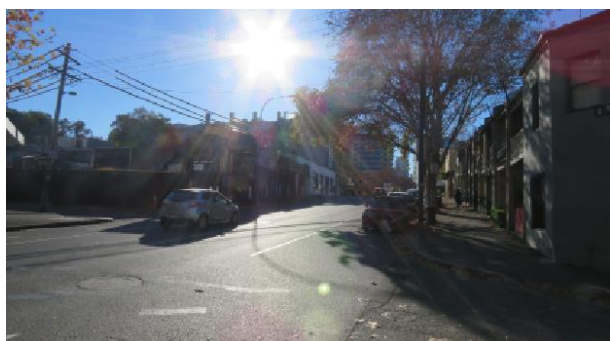
Source: Urbis



Picture 42 i Proposed view (3).

Source: FJMT

Figure 30 i View (4) from Miller Street towards Union Square.



Picture 43 i Existing view (4).

Source: Urbis



Picture 44 i Proposed view (4).

Source: FJMT

Views northward from outside the conservation area to the south (refer View (1) below) are currently dominated by multi storey late 20th century developments which defined the southern end of the conservation area. The proposed tower would be visible behind the contributory item along the east side of Harris Street however the dominant components in the view would remain the late 20th century buildings which occupy most of the frame and secondly, the contributory

buildings in the foreground. The tower would be separated from the setting of the conservation in this frame by a considerable distance, and existing development and soft landscaping in between. Further, the line of sight would naturally extend along Pymont Street. It is not considered that the tower at the edge of the view frame would detract from an appreciation of the retail terraces along Harris Street. The tower would read as part of the broader setting.

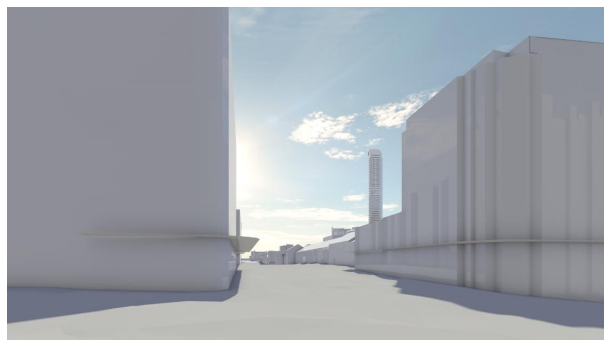
The distinction between the type of development to the centre of the peninsula vs the east is clear in views analysis along the eastern boundary of the conservation area as shown in view (5) below. The proposed tower clearly responds to an already established setting of contemporary higher scale development and is a recessive new feature in the background of a view which is dominated by the existing Astral Hotel, and the late 20th century development on the north east corner of Pymont Bridge Road and Pymont Street.

Figure 31 ĩ View (1) north along Harris Street towards the conservation area.



Picture 45 ĩ Existing view (1).

Source: Urbis



Picture 46 ĩ Proposed view (1).

Source: FJMT

Figure 32 ĩ View (2) north along Harris Street towards the conservation area.



Picture 47 ĩ Existing view (2).

Source: Urbis

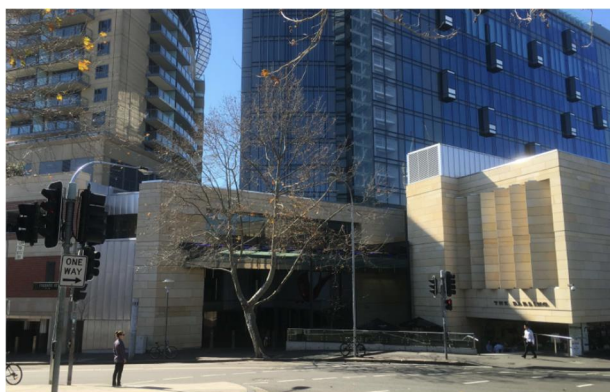


Picture 48 ĩ Proposed view (2).

Source: FJMT

The Darling Hotel Corners upgrade to the corner of Union Street and Pymont Street would be visible from the conservation area. Figure 33 below shows the proposed retail upgrade in comparison to the existing at the corner of Pymont and Union Streets. The works would rationalise the corner and the only additional element constitutes a small awning structure within the setback from Pymont Street. This would have no impact on the existing massing and would be in keeping with its established character. There is no potential for the upgrade to detract from the setting of Union Square.

Figure 33 ĩ Existing and proposed retail tenancy at corner of Pymont and Union Streets.



Picture 49 ĩ Existing retail tenancy ĩ corner of Pymont and Union Streets.

Source: DWP Suters



Picture 50 ĩ Proposed retail tenancy ĩ corner of Pymont and Union Streets.

Source: DWP Suters

Setting Analysis - Heritage Items in the vicinity of Intersection of Harris Street and John Street

Heritage items in this area include: I1235, I1203, I1204, I1236, I1237, I1240, I1237, I1219, I1220, I1221, I1218, I1219, I1222, I1223, I1260, I1258.

Refer View 8.

Views eastward along John Street (refer view (8)) currently comprise the Former Pymont Public School with views terminating in Barangaroo Towers in the distant views. The proposed tower would obscure the Barangaroo Towers. However, given it is located on the Pymont peninsula it would be closer to the heritage items on John Street and therefore more prominent in this view. The proposed tower would constitute an additional focal point in this view and would be above the height of the tower associated with the Former Pymont Public School. Therefore, some heritage impact on the setting and visual curtilage of the heritage item from this view point is recognised.

Notwithstanding the above, the proposed tower would be largely clad in glass which would be a visually recessive material when viewed against the masonry which characterises the Former Pymont Public School. The curved form of the tower also differentiates and softens the tower from the strong angles of the heritage item assisting in retaining its dominant streetscape presentation. The silhouette of the tower to the Former Pymont Public School would further still be read against the sky from the north side of John Street.

Figure 34 ĩ View (8) east along John Street



Picture 51 ĩ Existing view (8).

Source: Urbis



Picture 52 ĩ Proposed view (8).

Source: FJMT

Setting Analysis - Heritage Items in the vicinity of Intersection of Harris Street and Scott Street

Heritage items in this area include: I1216, I1217, I1269, I1270, I1202, I1215, I1214, I1243.

Refer View 9 and View 11.

The tower would be visible in the setting of these heritage items. However, primary views to these items are north from Scott Street towards the primary facades. The tower would not be at all visible in these views. The only views to the heritage items in the area which capture the tower are those from the west. The tower in this view would not compromise the significance of the heritage items as the heritage items is not considered to rely on their setting having a low scale character. Rather, the existing setting of these items is already almost entirely defined by high density, contemporary residential development as shown in the images below. The tower would be an addition to what is already a non-significant setting and would be separated from the heritage items by existing high density contemporary residential development.

Figure 35 i Views around the intersection of Harris Street and Scott Street.



Picture 53 i View east from the corner of Harris Street and Scott Street.



Picture 54 i View west from the corner of Harris Street and Scott Street

Setting Analysis - Heritage Items at Intersection of Bowman Street and Point Street

Heritage items in this area include: I1254, I1210, I1253, I1239.

Refer View 12.

The tower would be partly visible in the backdrop to this heritage items when looking south. However, the setting of the items (Point Street) is so heavily vegetated with mature trees that it is unlikely that new development in the background would be prominent. The setting of the heritage items would not be compromised, and the existing vegetation would remain the focal points in this view.

Figure 36 ĩ View south along Point Street.



Setting and Views Analysis - Heritage Items at Intersection of Pyrmont Street and Jones Bay Road

Heritage items in this area include: I1261, I1259, I1225.

Refer View 7.

Primary views to these items are along Pyrmont Street. Views along Pyrmont Street are oriented away from the tower element given the alignment of Pyrmont Street. The tower would not be a focal point in these views. Although the tower would be visible behind The SELS, the siting of the tower would ensure that no existing views to or from The SELS are obstructed. The tower would be located behind the existing Astral Hotel which forms the existing backdrop of The SELS and defines the existing context along with the Watermark Tower at 2 Jones Bay Road. It is considered that The SELS would remain dominant in the streetscape and the tower would not have a detrimental impact on its setting.

Figure 37 ĩ Views around the intersection of Pyrmont Street and Jones Bay Road.



Picture 55 ĩ View south down Pyrmont Street showing all three identified items.



Picture 56 ĩ View west from the corner of Harris Street and Scott Street

Setting Analysis - Foreshore Heritage Items (north of subject site)

Heritage items in this area include: I1239, I1249, I1200, I1250, I1251, I1252, I1253

Refer View 13 – View 19, and View 21 – View 23.

The foreshore of the Pyrmont Peninsula is characterised by buildings which historically had industrial uses (such as the CSR building to the north) and/or functional relationship to the harbour (including Jones Bay Wharf and the Naval Warehouse on Pirrama Road). While these items are now redundant in terms of their use, substantial fabric remains from most. This fabric is aesthetically distinctive and represents the early mixed character of the peninsula. The location of the subject site, setback from the foreshore, means that although the tower would be read in the same context as these items it would not obscure any existing views to these waterfront items from the harbour/public domain (in accordance with DCP 3.9.5 (4)(d)). Further, it would not impact an early skyline behind the foreshore heritage items including Jones Bay Wharf and the Naval Warehouse on Pirrama Road as the Pyrmont Skyline is defined by contemporary buildings including those within the Star and Jacksons Landing. The visual effect would be the changed scale of the backdrop to the heritage items and an additional focal point in the frame. However, it is considered that the contemporary fabric would be easily discernible as such behind the low scale building stock and would not compromise the legibility of the heritage setting.

Figure 38 ĩ Existing and proposed views from the north.



Source: Architectus

Figure 39 ĩ View (4) from Miller Street towards Union Square.



Picture 57 ĩ Existing view (4).

Source: Urbis



Picture 58 ĩ Proposed view (4).

Source: FJMT

The Ribbon element would be visible in the broad context of a number of foreshore items. It comprises a level 7 bar, restaurant and ballroom, a hotel pool area and gym, a 25m metre residential pool, gym, change and shower facilities, and a landscaped BBQ Deck. The ribbon has been designed by FJMT. The ribbon would minimally change the existing scale of the buildings envelope as it would constitute the addition of only 2 storeys.

The ribbon and the associated waterfall element are not located in close proximity to any heritage items. The distinctive design of the ribbon would be visible in the wider context of the identified foreshore heritage items to the west of Darling Harbour including Jones Bay Wharf and the Naval Warehouse on Pirrama Road due to the open parkland between The Star and the harbour. However, it would be viewed against the back drop of the existing contemporary development at The Star. As such, it would not detract from the heritage items located on the foreshore.

Figure 40 ĩ Proposed ribbon ĩ eastern elevation.



Source: FJMT

Setting Analysis - Heritage Items to North West of the Peninsula

Heritage items in this area include: I1207, I1208, I1209, I267, I268.

Refer View 10.

These heritage items are already viewed in the immediate context of Jacksons Landing and the high density residential development along the western side of the peninsula. It is not considered that the proposed tower would dominate the setting of the heritage items in this area given it is on the opposite site of the peninsula and there is existing high density development in the immediate vicinity of the heritage items.

Setting Analysis - Heritage Items South West of the Subject Site

Heritage items in this area include: I1213, I1244, I1245, I1255, I1256, I1266, I1274, I1275, I1276, I1277.

Refer View 6.

The setting of these items is defined by the mixed character of the surrounding building stock. The items exist in the broad context of the CBD, which is highly visible from many areas, and in the context of higher density development on the harbour within the peninsula including the multi storey developments at 60 Union Street and 50 Murray Street. The items will in the future exist in a context of buildings of a larger scale than what exists today given the Harbourside development approval.

Notwithstanding the above, the tower element being located to the north corner of the subject site would ensure that it would form part of the broader setting of the items south of the subject site, however where visible (e.g. from the corner of Edward Street and Union Street) it would constitute only a distant additional focal point.

The Darling Hotel Corner upgrade to the corner of Edward Street and Union Street would be visible in the context of some heritage items in this area. The upgrades require works to the entrance at the corner of Union and Pyrmont Streets, and the entrance to the corner of Union and Edward Street. It is proposed to enclose the entries and to create several new retail tenancies inside each.

Figure 41 below shows the proposed retail upgrade in comparison to the existing at the corner of Union and Edward Streets. It is considered that the proposed works have a minimal impact on the envelope of the building generally. Almost all proposed elements are located behind existing facades. The existing heights of the individual elements would be retained and as such the building would maintain the existing relationship with the early fabric surrounding the intersection in terms of scale. It is therefore considered that the works would not change the existing scale or character of the intersection.

Figure 41 ĩ Existing and proposed retail tenancy at corner of Edward and Union Streets.



Picture 59 ĩ Existing retail tenancy ĩ corner of Edward Street and Union Street.

Source: DWP Suters



Picture 60 ĩ Proposed retail tenancy ĩ corner of Edward Street and Union Street.

Source: DWP Suters

Setting Analysis - Pyrmont Bridge

The Visual Impact Assessment identifies that the tower would be visible from a number of heritage listed items in and around the CBD. The only heritage place on which the Visual Impact Assessment determines that the tower would have a moderate-high impact constitutes the Pyrmont Bridge which is a state listed heritage item.

It should be noted that there are already a number of high rise developments visible from the Pyrmont Bridge. Refer to the Visual Impact Assessment prepared by Architectus which notes that the Proposal will be highly prominent within the view from the bridge however that it does not prevent the appreciation of the bridge against the water.

It is appreciated that the proposed development will be an additional focal point in the views west across Pyrmont Bridge. However, as described above there are a number of developments approved on the western side of the Bridge, including Harbourside. It is considered that views west along the bridge may be rendered similar to views east along the bridge in the future i.e. terminating in high scale development. This potential future enclosed nature of Darling Harbour is not likely to have the ability to impact on the prominence of Pyrmont Bridge given it will remain entirely appreciable against the backdrop of the water.

Figure 42 ĩ Existing and proposed view of Pyrmont Bridge.



Picture 61 ĩ Existing retail tenancy ĩ corner of Edward Street and Union Street.

Source: DWP Suters



Picture 62 ĩ Proposed retail tenancy ĩ corner of Edward Street and Union Street.

Source: DWP Suters

Setting Analysis - Martin Place Protected Skyline

It is noted that the City of Sydney have identified Martin Place to have a Protected Sky Silhouette in the Central Sydney Planning Strategy, 2016-2036. The top of the tower would be visible from Martin Place east (the visual impact assessment identifies the tower as being moderately visible from Martin Place near Macquarie Street). It is acknowledged however that the proposed tower would be discernible as new fabric, diminutive in scale in comparison to the buildings which address Martin Place, and would only be visible from some parts of Martin Place. Further, highly significant fabric in Martin Place includes the cenotaph at the western end of Martin Place and it is understood that the proposed tower would not be visible from this location.

7.5 PHYSICAL IMPACT ASSESSMENT

As the proposed works are entirely confined to the subject site there is no potential for physical impacts on any identified heritage items in the vicinity of the subject site.

The SELS Building is the only heritage listed item located on the subject site. Cognisant of the significance of the item The Star proposes no works under this application that would have any physical impact on the significant fabric. The holistic retention of The SELS Building ensures that the ability to appreciate and interpret the historical development of the site is not diminished. The public domain works present an opportunity to create a destination in the vicinity of this item while having no physical impact.

Minor public domain works are proposed to the immediate north of The SELS building. These works include new paving and a sandstone seating/bench sculptural retaining wall around part of the plaza. They would have no negative heritage impacts and would enhance the usability of the space and encourage appreciation of the heritage item. It is considered that sandstone is an appropriate and complimentary material for the retaining wall in the context of the heritage item which has various sandstone details. The retaining wall is proposed to be 450mm high to accommodate bench seating. It is appreciated that this element would create a destination space in the context of the heritage item. It is also considered that it would not dominate or notably obscure the northern façade of The SELS. There is potential to use this sandstone wall as a platform for interpretation material.

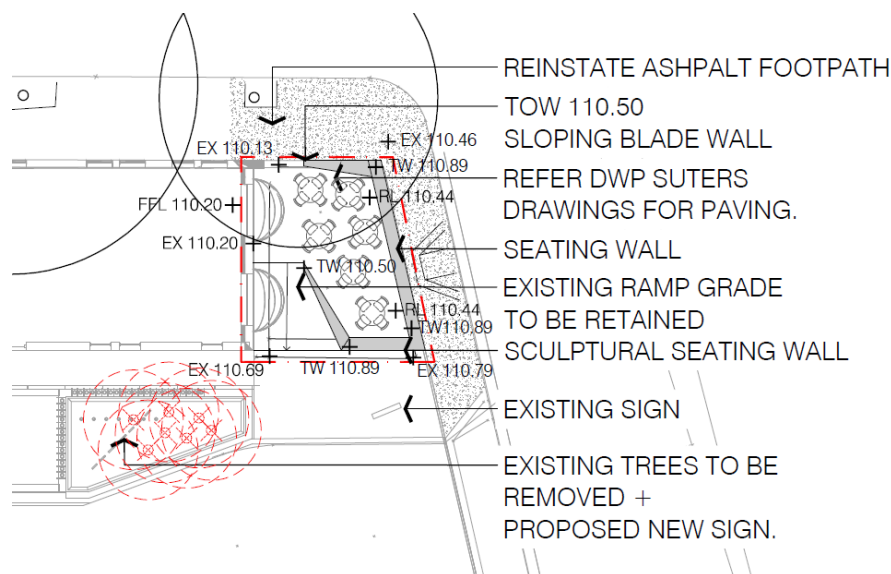
There is no existing paving in The SELS plaza, only contemporary asphalt which does not contribute to the significance of The SELS building. The removal of this asphalt would have no heritage impact. The proposed paving to the area would be light grey and white. It is considered that in comparison to the existing asphalt to the north of The SELS, this new paving would have a neutral impact. It would be essentially screened from the public domain by the sandstone retaining wall.

It is understood that the levels in the area are required to be minimally altered (lowered). The interface with The SELS building would however remain unchanged and there would be no physical impact as a result of this work.

It is confirmed that none of the trees to be removed as part of the works are of any heritage significance.

Refer to the Aboriginal and Historical Archaeological Assessment prepared by Urbis 2017 under separate cover which addresses any potential physical impacts to sub surface deposits on the subject site. In summary the Archaeological Assessment concludes that works are not likely to result in any archaeological impacts on the site.

Figure 43 ĩ Proposed plan of The SELS Plaza.



Source: Urbis Design

7.6 CONSERVATION MANAGEMENT PLAN

The proposed works are addressed in the table below in relation to the relevant policies set out in the CMP for The SELS building prepared by Urbis 2017. There are no physical works proposed to The SELS building as part of this application. Therefore, the relevant policies below

Table 3 i Relevant CMP Provisions.

Policy	Discussion
Policy 65 Significant streetscape views as identified in the CMP should be retained and not obscured. Development in the vicinity should not visually dominate these views.	There would be no impact on significant streetscape views to The SELS Building as identified in the CMP 2017. The only works within the northern and western setbacks of the The SELS would be the public domain works to the northern plaza. Works in this area would be minimal. The most notable works would include the 450mm high sandstone wall. It is considered that the height of the wall is appropriate to define the space while ensuring there is no impact on an ability to appreciate the northern façade as at present.
Policy 67 New development in the vicinity of the SELS building is to be designed to protect the heritage significance of the item. New work over the Porte Cochere should have no irreversible impacts on The SELS i.e. any new first floor slabs/ceilings over the Porte Cochere and any changes to the Porte	There are no works proposed to the Porte Cochere as part of this application.

Cochere itself should not be structurally dependent on the heritage fabric but should be supported by independent framing.

Policy 68 New development in the vicinity of the SELS building is to be designed to respect and complement the SELS building in terms of building envelope, proportions, colours and finishes.

There are no significant works in the vicinity of The SELS Building.

The only works in the immediate vicinity constitute those to the northern plaza. As discussed above, these works are modest, well resolved and would not detract from the significant fabric.

Policy 69 Higher density on the wider site is acceptable given its existing contemporary character. However, the heritage fabric should be considered in the application of the higher density. Development adjacent to The SELS Building (to the south and immediate east) should predominantly maintain a maximum height of 3-4 storeys.

The proposed tower form and the major works proposed as part of this application are sited to the eastern boundary of the site in accordance with this policy.

There are no changes proposed to the structures to the immediate south and east of The SELS Building.

Policy 70 New development in the vicinity of the SELS building is to minimize the impact on the setting of the item by providing an area around the building to allow interpretation of the heritage item. The existing Porte Cochere facilitates the retention of some visual curtilage around the heritage fabric despite the larger scale of The Star. The Porte Cochere should where possible be retained or replaced by an element which similarly retains some visual curtilage around the adjacent fabric.

There are no works proposed which would have an impact of the setting of The SELS Building.

Policy 71 New development should not obscure the existing face brick return from the northern façade.

Complies. There are no works proposed which would have any impact on an understanding of the face brick return from the northern façade.

Policy 72 Minor works to the small plaza to the immediate north of The SELS could be explored to create a small destination space. Works should be low lying so to not obscure

Complies. Works are proposed which would create a small pedestrian plaza to the north of The SELS. The most substantial of these works constitutes a 450mm sandstone wall. This is

the significant northern façade of The SELS and should complement the materiality of The SELS.

acceptable in the context of the heritage item and would not detract from the significant fabric. The plaza space would activate the area around the heritage item and would

Policy 73 An Interpretation Strategy should be prepared for the site that interprets the significant use and historical values of the subject and the demolished Pyrmont Power Station generally (now The Star) to the general public.

It is proposed that an Interpretation Strategy and implementation plan be prepared before the issue of a Construction Certificate.

Policy 74 The highest form of interpretation is the retention and conservation of significant fabric, spaces and relationships and accordingly significant elements should be retained, exposed and interpreted in accordance with other policies herein. Interpretation of significant built elements should include the following:

There are no works proposed to The SELS Building. As such, there would be no impact on any significant fabric or spaces.

7.7 DCP FOR SREP (SYDNEY HARBOUR CATCHMENT) 2005

The subject site is not a listed item under the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005. However, it is located within the area covered by the DCP for SREP (Sydney Harbour Catchment) 2005. As such, the relevant provisions have been addressed in the table below.

Table 4 ĩ Relevant Provisions

Question	Discussion
All development should aim to: Āminimise any significant impact on views and vistas from and to: ĩ public places, ĩ landmarks identified on the maps accompanying the DCP, and ĩ heritage items;	Refer to the Visual Impact Assessment prepared by Architectus and submitted with this application.

7.8 HERITAGE OFFICE GUIDELINES

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

Table 5 – Relevant Questions

Question	Discussion
The following aspects of the Proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:	In summary, for the reasons discussed in detail in the section above, it is concluded that the proposed works would not have an adverse impact on The SELS Building or items of significance in the locality. The proposed works are therefore supported from a heritage perspective.
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:	The tower is 63 storeys and therefore will change to some degree, the character of the peninsula in terms of its current scale. However, it is noted that the proposed tower would be in an area where the early development was not exclusively small scale. The significance of the heritage items in Pymont is not considered to be vested in a low-scale or fine-grain setting. Most heritage items are already viewed in the immediate context high density residential development which is concentrated to the east and west side of the peninsula. It should also be considered that visibility of a tower of a larger scale than existing development in the vicinity of heritage listed items does not necessarily equate to a detrimental impact on the setting of heritage items. The tower would not obscure any identified significant views, rather it would obscure sections of sky. It has a physical separation from most of the identified heritage items and substantial development exists between. Although the tower would be visible in the background of a number of items and may introduce another focal point in some views, it would not preclude an ability to fully appreciate the heritage items as at present.
The following sympathetic solutions have been considered and discounted for the following reasons:	N/A
New development adjacent to a heritage item	It is considered that the construction of a tower on the site is acceptable from a heritage

How does the new development affect views to, and from, the heritage item?

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?

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?

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?

perspective given: that tower development around the harbour is located in an area strategically accepted for growth; the likely future character of the surrounding area and development occurring throughout around this section of the harbour; and the appropriate detailing and mitigation measures developed for the proposed tower;

- Various design decisions serve to retain existing views and vistas to and from the identified heritage listed items in the vicinity as identified in Section 7.4 i Siting, Views and Vistas;
- To mitigate visual impacts on the surrounding heritage stock in terms of character the following design decisions have been made during the design development of the tower (refer Section 7.4.2).

The ribbon and the associated waterfall are not located in close proximity to any heritage items. It would not obscure views to foreshore heritage items and would not notably add to the bulk.

It is proposed to construct a new Ritz Carlton entrance on Pirrama Road to the south of the tower. The façade integration works would ensure the tower is integrated with the site. The entrance would be in keeping with the existing character of The Star. It would not notably change the existing massing in that location.

A similar treatment would be applied to the Jones Bay Road elevation. The existing development on this façade makes no contribution to the setting of the proximate heritage items and there is currently no street activation encouraged. The proposed facades integration works would be minimally higher than the existing fabric and the podium glazing would ensure an activated street frontage which would encourage appreciation of the proximate heritage items.

The signage strategy has been designed by DWP Suters. The majority of the existing signage around the subject site is contemporary and does not contribute to the significance or setting of The SELS or the identified items in the vicinity. The removal of this fabric as required would have no impact on the heritage significance of any items. The only exception to this is the early Sydney Electric Lighting Station Signage on the

western façade of The SELS and the engineering markers on the eastern façade, neither of which would be impacted as part of the proposed works.

It is considered that the proposed signage strategy is modest and in keeping with the existing character of The Star. It is not considered that it would have any impact on the identified heritage listed items. Specifically, there is no new signage proposed in the vicinity of The SELS. The signage strategy does not propose any works which would impact The SELS building in addition to that which was proposed under Mod 14 (façade lighting). The lighting works would generally enhance the presentation of The Star and would not detract from the proximate identified heritage items.

The public domain works have been designed by Urbis Design. It is considered that the public domain works, particularly the soft landscaping would generally enhance the presentation of the site and the setting of the surrounding heritage items.

The site wide transport plan comprises works which almost entirely constitute changes to minor changes to direction of traffic. It is not considered that this work has the potential impact on the identified significance of the items. The most tangible works associated with the transport upgrades constitutes the carpark entrance to the section of building to the south of The SELS. This section comprises contemporary fabric with no heritage significance and the proposed carpark entrance would be simple, single height and would not significantly alter the presentation of that façade. As such, the proposed works would not detract from the proximate heritage items. The upgrades to the directional LED signage would have a neutral impact.

The Level 5 Sky Terrace works would not have any impact on the surrounding heritage items. The works are confined to the centre/east of the site and would be obscured from the west and south by The Darling, The Astral Tower and The Astral Residences. Further, the works would not have a notable impact on the existing envelope of the building and would not alter the existing contemporary character of the site. There are no negative heritage impacts anticipated as a result of the Level 5 Sky Terrace works.

Similarly, the Astral Hotel and Amenities upgrade is considered minor, including only the construction of a

private deck to the eastern façade of the Astral Tower at level 7. The upgrade would not be visible from the west and would therefore have no heritage impact.

8 CONCLUSION AND RECOMMENDATIONS

This Heritage Impact Statement assesses the impact of the Proposal on the setting of the surrounding heritage items within Pyrmont, including the Pyrmont Heritage Conservation Area and the state listed Pyrmont Bridge. To undertake this assessment several views have been selected (and appended) which show the proposed tower in the context of the Pyrmont Conservation Area as well as groupings of heritage items.

It is concluded that the significance of the heritage items in Pyrmont is not vested in a low-scale or fine-grain setting. The proposed tower will be in an area where early development was not historically exclusively small-scale and where higher density development is already evident, having been facilitated by the impact of the early industrial building on the subdivision patterns. Most heritage items are already viewed in the immediate context high density residential development which is concentrated to the east and west side of the peninsula.

Further to the above, it should be considered that visibility of a tower of a larger scale than existing development in the vicinity of heritage listed items does not necessarily equate to a detrimental impact on the setting of heritage items. As shown in the Detailed Setting Analysis in Section 7.4.3 of this report, the tower would not obscure any identified significant views, rather it would obscure sections of sky. Further, it has a physical separation from most of the identified heritage items and substantial (largely contemporary high density residential) development exists between. Although the tower would be visible in the background of a number of items and may introduce another focal point in some views, it would not preclude an ability to fully appreciate the heritage items as at present.

Further to the above, key design decisions have been implemented to ensure that the Proposal does not compromise the setting of the heritage items. A podium, expressed through both form and materiality, would form the base of the tower. The podium would have some relationship, in terms of scale, with the state listed item opposite. It would also activate a currently underutilized corner of the site and enhance the quality of the area surrounding the state listed item. This would encourage appreciation of the heritage listed item. The form of the tower, specifically its elliptical design has been designed to maximise visual access around it. Further, the form of the tower, including the shifting of the columns mean that from the south west (Union Square and Pyrmont Conservation Area) the building would appear slimmer than from the west. This is considered appropriate in terms of minimising impact on views towards the peninsula from the harbour.

This Heritage Impact Statement also assesses the impact of the proposed works on the Martin Place Protected Skyline. The top of the tower would be visible from Martin Place east (the visual impact assessment identifies the tower as being moderately visible from Martin Place near Macquarie Street). It is acknowledged however that the proposed tower would be discernible as new fabric, diminutive in scale in comparison to the buildings which address Martin Place, and would only be visible from some parts of Martin Place. Further, the highly significant fabric in Martin Place constitutes the cenotaph at the western end of Martin Place. It is understood that the proposed tower would not be visible from this location.

In summary, it is concluded that the proposed works would not have an adverse impact on The SELS Building or a significant impact on the setting of the heritage items in the vicinity. The proposed works are therefore supported from a heritage perspective

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