

THE  STAR

THE STAR
MODIFICATION 13
(MP 08_0098)

RESPONSE TO
SUBMISSIONS
(HERITAGE)

5 NOVEMBER 2018
PREPARED BY



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1 INTRODUCTION

1.1 BACKGROUND

Star Entertainment Group Limited (SEGL) has engaged Urbis to prepare the following response to the comments pertinent to Modification 13 (MP08 0098 MOD 13) which involves the construction of a new hotel and residential tower, along with alterations to an existing building. This report is primarily concerned with works which have the potential to visually or physically impact on the SELS building which is located in the northwest corner of The Star and proximate heritage items.

The SELS is listed as an item of environmental heritage (Item 1259) under the Sydney Local Environmental Plan 2012. The Star is also located in the vicinity of a number of other heritage items as identified in the Heritage Impact Statement prepared by Urbis in June 2018.

This report responds to the pertinent comments received as relating to heritage. Each comment has been discussed individually and plans are referenced where relevant.

1.2 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

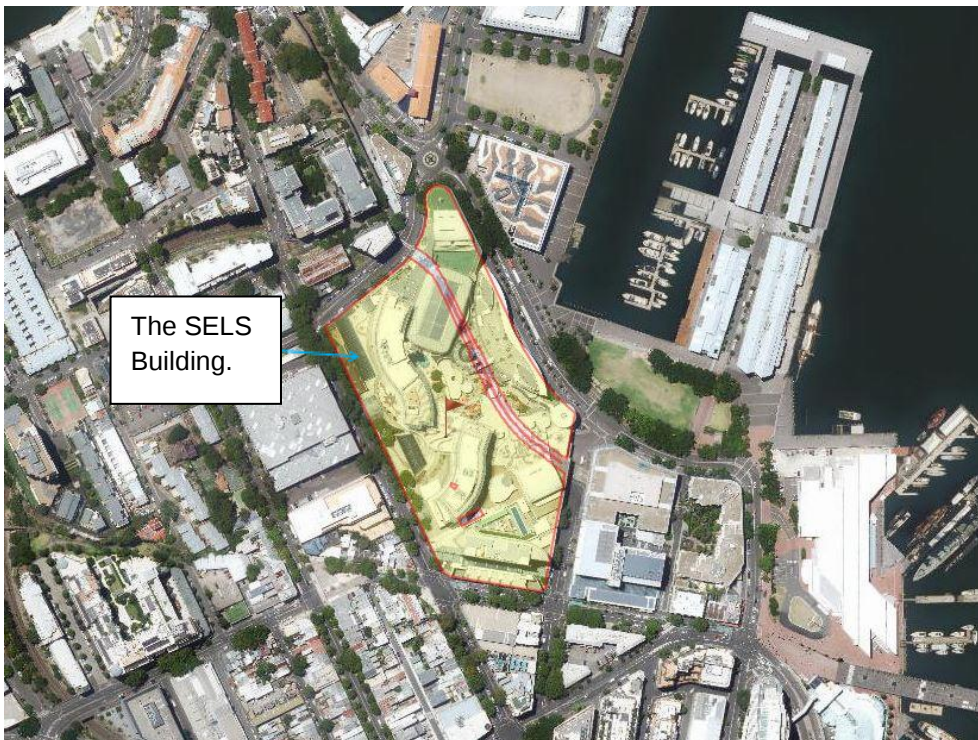


Figure 1 – Approximate boundaries of The Star Integrated Resort (outlined red, shaded yellow)

Source: Six Maps, 2018

1.3 METHODOLOGY

This report sets out the comments from public feedback submission and Government, Agency and Organisation feedback. The organisational feedback includes the following:

- ◆ Heritage Council of NSW (281029) dated 17 September 2018.
- ◆ City of Sydney Council (284119) dated 9 October 2018.
- ◆ Office of Environment and Heritage (281293) dated 19 September 2018.
- ◆ National Trust of Australia (280876) dated 17 September 2018.

This report does not include a site description or historical overview. Refer to the Heritage Impact Statement prepared by Urbis in June 2018.

1.4 AUTHOR IDENTIFICATION

The following report has been prepared by Alida Eisermann (Consultant), Kate Paterson (Director) has been reviewed and endorsed its content. Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis.

1.5 THE PROPOSAL

The subject application seeks approval for the modification of MP08_0098 under section 75W of the EP&A Act. The Heritage Impact Statement that was prepared to accompany the application was based upon the following summarised scope of works:

- ◆ Partial demolition of existing building/structures.
- ◆ Construction of a 237m tower including podium and basement to provide for:
 - 220 hotel rooms;
 - 204 residential apartments;
 - 220 basement car parking spaces; and
 - a neighbourhood centre within the tower podium.
- ◆ Construction of an extension above The Star Pirrama Road frontage to provide for a multiuse landscaped event-space and amenities for The Star, hotel and residential uses.
- ◆ An overall increase in gross floor area of 48,840 m² (to 189,040 m²).
- ◆ Internal and external amendments to the existing buildings, including façade works, amendments to tenancies, roofs, awnings and associated works.
- ◆ Amended operational hours and patron capacities for food and beverage tenancies.
- ◆ Pirrama Road transport interchange, loading dock and local road infrastructure upgrades.
- ◆ Lighting strategy including special events lighting.
- ◆ Storm water, public domain and landscaping upgrades.
- ◆ Building and business identification signage and road signage upgrades.
- ◆ Consolidate/surrender existing development consents.

The Heritage Impact Statement submitted as part of the modification application assessed the impact of the proposed works that would be visible from the public domain and may have the potential to impact on the significance of the identified heritage items.

2 PUBLIC SUBMISSIONS

2.1 SUBMISSION 281102

The comments provided as pertaining to heritage included in submission 281102, state that there are inaccuracies in the Heritage Impact Statement (HIS). The submitter disputes the statement in the HIS that a small terrace row is 'orientated west away from the subject site'.

URBIS RESPONSE

The architectural orientation of the frontage of the terrace row is orientated west as stated in the HIS. The submitter's discussion in relation to openings and windows is in relation to environmental factors including noise and increased traffic and emissions. The HIS does not assess these factors and is correct in its description of the frontage and orientation of the properties in relation to heritage.

2.2 OVERSHADOWING

The following public submissions have raised objections as relating to the proposed development as relating to potential heritage impact on account of overshadowing:

- ◆ 277374; and
- ◆ 284218.

URBIS RESPONSE

The impact of overshadowing is not a heritage impact and as such has not been addressed in the Heritage Impact Statement (HIS). Discussion regarding the impact on solar access as relating to the proposed development is included in the Architectural Design Statement prepared by FJMT.

It is understood that the design of the proposed tower has been informed by a requirement to limit winter overshadowing of the squares and parks of Pyrmont, particularly during the middle of the day. The proposed tower building has been sited for the tower shadow would be positioned predominantly over the Star resort through the hours of 11am-12pm, rather than adjacent properties and public spaces. A shadow analysis and solar study was undertaken as part of the design development with the detailed findings included in the Architectural Design Statement prepared by FJMT.

A detailed sun access impact analysis was undertaken to evaluate the impact of the proposed tower on the sun access on adjacent properties. The analysis sought to identify any apartments that currently achieve 2 hours of sun access to balconies and living spaces, that may drop below 2 hours as a result of the proposed tower. Only three instances were identified, none of which were living spaces or balconies. This result emphasises the fast-moving nature of the shadow across Pyrmont and the minimal impact to sun access of adjacent properties.

2.3 HEIGHT

The following public submissions have raised objections as relating to the proposed development as relating to potential heritage impact on account of the height and scale of the development:

- ◆ 277374; and
- ◆ 280669.

URBIS RESPONSE

The proposed tower would not obscure any identified significant heritage views, rather it would obscure only sections of skyline. Furthermore, the tower has a physical separation from most of the identified proximate 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. 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 would continue to generally relate to the scale of the buildings in the Pymont Conservation Area. 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. Furthermore, 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 visibility of the tower is not considered to generate a detrimental heritage impact on the proximate heritage items and conservation area.

2.4 INTERPRETATION

The following public submissions have raised objections to the proposed development as relating to potential heritage impact on account of the lack of interpretive devices:

- ◆ 281077;
- ◆ 281080;
- ◆ 281104;
- ◆ 281110;
- ◆ 281136;
- ◆ 281134;
- ◆ 281132;
- ◆ 281130;
- ◆ 281124;
- ◆ 281120;
- ◆ 281118;
- ◆ 281116;
- ◆ 281106;
- ◆ 281114; and
- ◆ 281112.

URBIS RESONSE

An Interpretation Strategy has been prepared for the site which proposes the way in which the heritage significance of the SEL building would be conveyed to the public. The Interpretation Strategy was proposed to prepared as part of Modification 14 to MP08_0098 (Mod 14) in the Heritage Report issued as part of the Mod 14 Response to Submissions. The Interpretation Strategy seeks to form part of a staged development of interpretation devices at the site with recommendations to include built form interpretation, signage and historic markers, and online publications. The Interpretation Strategy is yet to be endorsed and is in draft format. A copy of the draft Interpretation Strategy is attached for reference.

3 HERITAGE COUNCIL OF NSW

3.1 COMMENTS PROVIDED (281029)

The delegate of the Heritage Council of NSW provided comments on Modification 13 in their correspondence dated 17 September 2018 (281029).

The comments received by the Heritage Council of NSW as relating to heritage are as follows:

- ◆ *The proposed storm water upgrade works located outside the subject site should be subject to an archaeological assessment and management under the Heritage Act 1977 should it be required.*

3.2 URBIS RESPONSE

Please refer to the addendum letter included in Appendix A of this report. This addendum letter addresses the requirement to address if an archaeological assessment pertaining to the proposed storm water upgrade works is required. The assessment determines that there are no known historical archaeological sites within the road easement, and there are no Aboriginal sites or places located in or within 200 meters of the subject site. As such, the Aboriginal cultural heritage and historical archaeology has been assessed as very low to nil, as such an archaeological assessment and management report would not be required.

4 THE CITY OF SYDNEY COUNCIL

4.1 COMMENTS PROVIDED (284119)

The City of Sydney provided comments on Modification 13 in their correspondence dated 9 October 2018 (284119).

The comments received by City of Sydney as relating to heritage are as follows:

- ♦ *The tower height results in the tower being visible in close proximity to the GPO clock tower when viewed from the east down Martin Place. The view of this key heritage landmark against an uncluttered sky has been identified as a key planning constraint in current and proposed planning for the west side of the city. This is an unacceptable heritage impact. The conclusions of this assessment are not credible given the immense scale and isolation of the project on the harbour foreshore – and with no planning framework to support the project.*

4.2 URBIS RESPONSE

When the Visual Impact Assessment was being undertaken, a new tower building located to the west of Martin Place was under construction. This now completed building is prominently located in front of the proposed tower when viewed from Martin Place as shown below. This recently completed building sits prominently within the view corridor of Martin Place and obscures views from Martin Place to the new Ritz Carlton Hotel and Residential Tower making the visual impact of the proposed development as viewed west from Martin Place a redundant point.

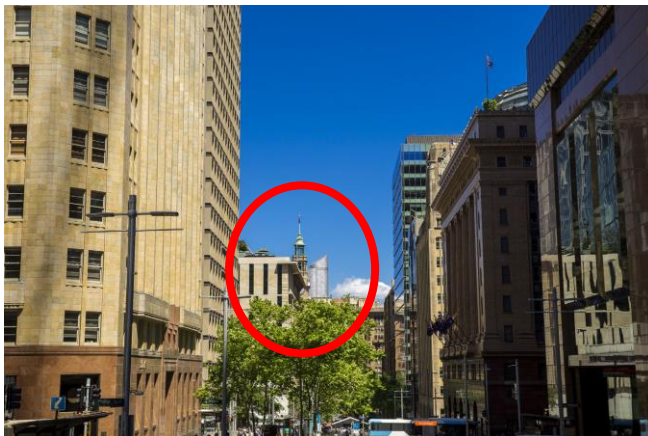


Figure 2 – Proposed view based on a photograph taken in 2017

Source: Architectus, Visual Impact Assessment, 2017



Figure 3 – Similar view in 2018 including 151 Clarence Street, as built (right of GPO Tower)

Source: Architectus, Visual Impact Assessment, 2018

5 OFFICE OF ENVIRONMENT AND HERITAGE

5.1 COMMENTS PROVIDED (281293)

The Office of Environment and Heritage provided comments on Modification 13 in their correspondence dated 19 September 2018 (281293).

The comments received by the Office of Environment and Heritage as relating to heritage are as follows:

- ◆ *The Aboriginal and Historical Archaeological Assessment indicates a total of 34 relevant stakeholders were contact and 10 stakeholders registered an interest in the project (page 14). It notes a copy of the consultation log with relevant Aboriginal stakeholders is attached to the document (see section 2.1.6, page 15) but it does not appear to have been provided. It is recommended a copy of the consultation log is provided.*

5.2 URBIS RESPONSE

Please refer to the Consultation Log that has been included in Appendix B of this report.

6 NATIONAL TRUST OF AUSTRALIA (NSW)

6.1 COMMENTS PROVIDED (280876)

The National Trust of Australia (NSW) provided comments on Modification 13 in their correspondence dated 17 September 2018 (280876).

The comments received by National Trust of Australia (NSW) as relating to heritage are as follows:

- ♦ *An approval for the proposal would set a precedent for massive building height increases in this suburb with little regard for heritage impacts, particularly on the broader Sydney Harbour landscapes and view lines.*

6.2 URBIS RESPONSE

While it is appreciated that the additional bulk will be concentrated in one area, the proposed tower 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 Co Ltd, the Shell Company of Australia and the Pyrmont Power Station itself. The existing residential terraces and small shops developed concurrently with the industrial activities undertaken, 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 become progressively redundant, the remnant large sites have facilitated larger scale development on the peninsula.

It is 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. The proposed tower would not obscure any identified significant heritage views, rather it would obscure only sections of skyline. Figure 4 below is a visual illustration of the development that has been undertaken on the water front in the vicinity of the site. That illustrates the extent to which building height increases have occurred or been improved in Pyrmont/Darling Harbour and the broader Sydney Harbour.

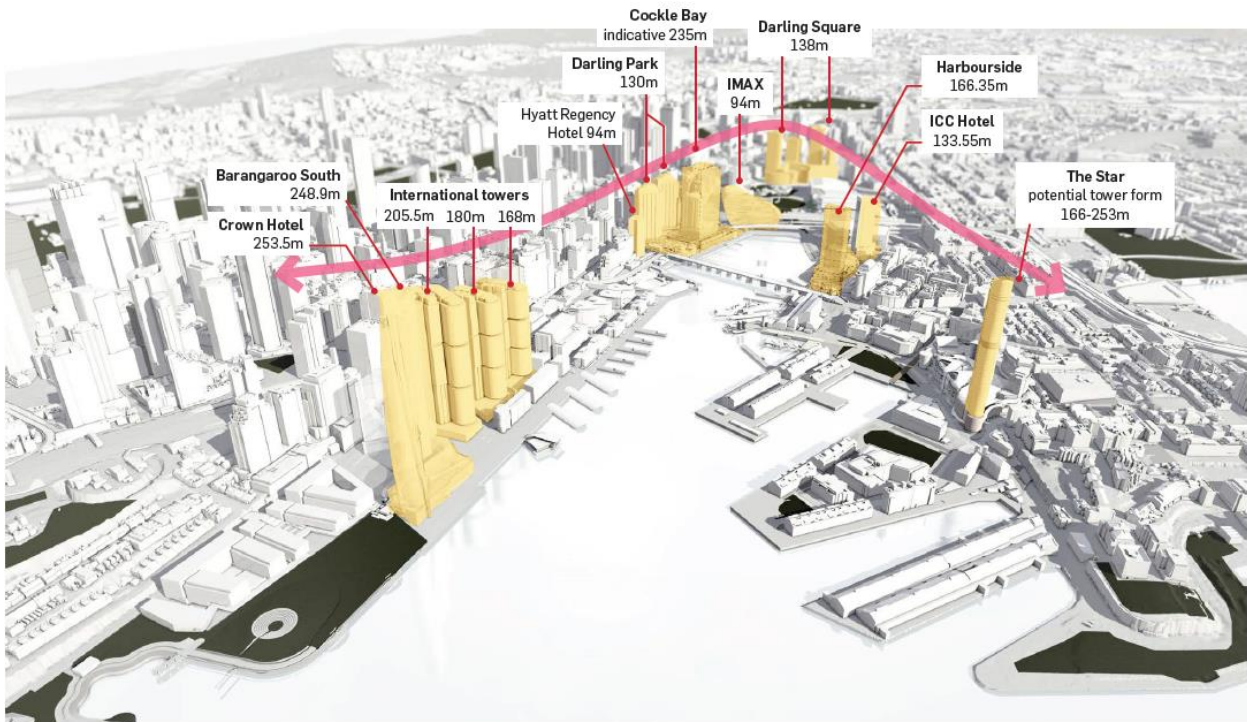


Figure 4 – Approved developments in the vicinity of The Star

Source: Urbis Design – Urban Context Presentation

7 ADDITIONAL MATTER TO BE CLARIFIED

Drawing Mod13-AS1500 prepared by dwp has been reviewed by Urbis Heritage and the proposed location of photovoltaic cells would be installed in the following locations:

- ◆ The roof of the Darling Hotel;
- ◆ The roof of the Astral Hotel; and
- ◆ The roof of the Lyric Theatre.

As these elements would be located on the roof of contemporary buildings located at the site they would not be visible from the public domain and would have no physical impact on any fabric of heritage significance. The installation of the photovoltaic panels would be supported from a heritage perspective and would have an acceptable level of heritage impact.

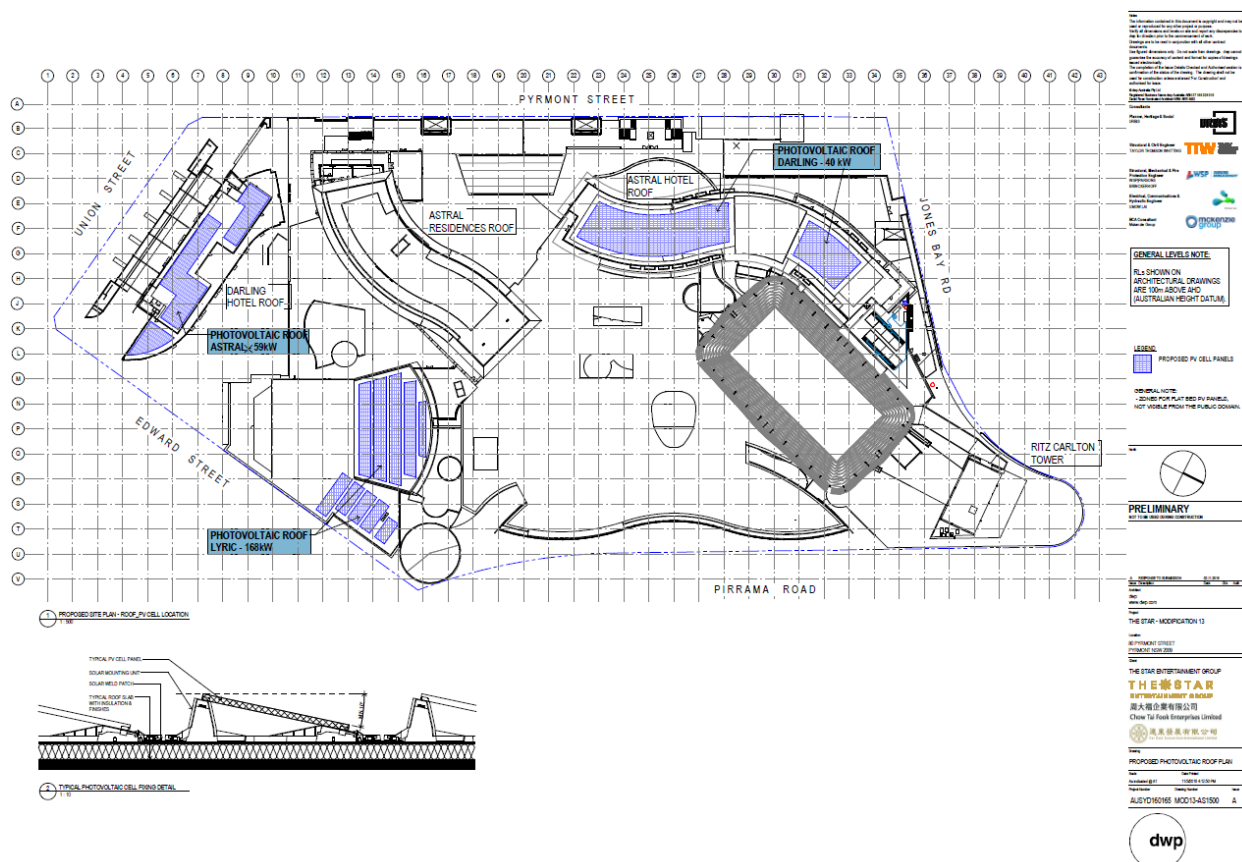


Figure 5 – Proposed location of the photovoltaic panels

Source: dwp, MOD13-AS1500, 2018

APPENDIX A STORM WATER ARCHAEOLOGICAL ASSESMENT



**LEVEL 7
123 ALBERT STREET
BRISBANE QLD 4000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

22 October 2018

Brendan Roberts
Team Leader, Key Sites Assessments
Department of Planning and Environment
320 Pitt Street
Sydney NSW 2000

Dear Brendan,

MODIFICATION REQUEST FOR THE STAR CITY CASINO, 20-80 PYRMONT STREET, SYDNEY (MP08_0098 MOD 13) – ADDENDUM ARCHAEOLOGICAL ASSESSMENT

I refer to the letter provided by Delegate of the Heritage Council of NSW, Rajeev Maini on 17 September 2018 (DOC18/601723), noting that the proposed stormwater upgrade works located outside the subject site should be subject to an archaeological assessment and management under the *Heritage Act 1977* should it be required.

The subject site comprises Pyrmont and Edward Streets in Pyrmont. An Archaeological Assessment was prepared by Urbis in February 2018 which provides a description of the Star City Casino Complex, historical overview and significance assessment.

This addendum to the Archaeological Assessment has been prepared to address potential archaeological impacts associated with stormwater installation.

PROPOSED WORKS

The proposed work is required to alleviate flooding issues and includes upgrades to the existing network along Pyrmont and Edward Streets.

Along Pyrmont Street the existing 375mm and 450mm diameter pipes are proposed to be upgraded to 600mm and 900mm diameter pipes. Additional works proposed in this location includes the upgrading of 1m kerb inlet pits to 3m kerb inlet pits (Refer to Figure 1).

Similar to Pyrmont Street, works in Edward Street involve upgrading of 300mm and 375mm pipe to 600mm and 750mm. It is also proposed to install 15m of new pipe and two new inlet pits across Edward Street in an area previously disturbed by the installation of a trunk stormwater main (Figure 2).

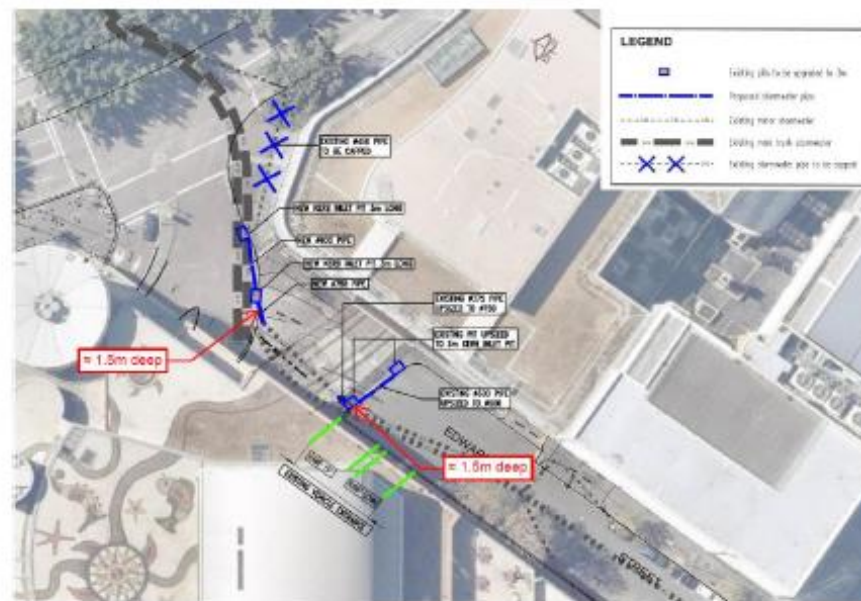
SA7273 Stormwater Arch Assessment

Figure 1 - Proposed Stormwater Works on Pymont Street



Source: TTW 2018

Figure 2 - Proposed Stormwater Works on Edward Street



Source: TTW 2018

IMPACT ASSESSMENT

There are no known historical archaeological sites within the road easement, and there are no Aboriginal sites or places located in or within 200 metres of the subject site.

The establishment of the road, and subsequent maintenance and service installations has resulted in disturbance across the subject site. The potential for any intact, Aboriginal archaeological sites or objects to have been retained in situ within the proposed impact area is therefore assessed as very low to nil. Historical archaeological potential across the subject site is also assessed as very low to nil.

When the existing stormwater infrastructure was installed, the area adjacent to the pipes is likely to have been disturbed through the trenching process, as a bucket larger than the pipe would likely have been used to excavate the trench. The extent of disturbance is unknown without test excavation, but bucket sizes used in the trenching process would likely have been 600-1000mm, and therefore excavation for the upgraded services will likely be primarily contained to areas already subject to significant ground disturbance through these previous works. There remains a very low potential for the archaeological record to be impacted on in these locations.

The installation of 15m of new pipe and two new inlet pits proposed to be installed across Edward Street are sited in an area previously disturbed by the installation of a trunk stormwater main. In these locations, and where additional trenching exceeds the width of earlier service trenches, there remains a low potential for the archaeological record to be impacted on.

Based on the previous ground disturbance and assessment of very low to nil archaeological potential, it is assessed that the current proposal is highly unlikely to result in any archaeological impacts.

RECOMMENDATIONS

As noted above there remains a very low potential for archaeological remains to be present. However, in order to manage potential unexpected finds, contractors should be made aware of their responsibility to stop work and notify as outlined in the Unexpected Finds Process at Table 1.

Table 1 – Unexpected Finds Process

Sequence	Action
1	New Find Discovered A feature or object of potential archaeological significance is identified by site contractor
2	Stop Work Immediately Cease work in the area – make sure others working in the area are aware of the need to cease work, and the location of the find. Avoid disturbing the find and the area – cease work at and adjacent to the find.



	Protect find by erecting temporary barrier fencing, with a buffer zone.
3	Notify The site supervisor/manager is to be notified of the potential find. Site supervisor/manager then notifies the nominated site archaeologist, or a suitably qualified archaeological consultant if there is no site archaeologist.
4	Assess The site archaeologist/ consultant will record and assess the find. Depending on the assessment, different processes will be followed and may require notification to OEH.
5	Do not recommence work until cleared by site archaeologist and supervisor

CONCLUSION

The archaeological potential of the subject site, including both Aboriginal cultural heritage and historical archaeology, is assessed as very low to nil. It is nil in areas where services have been installed previously, and very low in areas adjacent to this that have historically been located within road easements and subject to disturbance through service installations and road maintenance. As the subject site is considered to have very low to nil archaeological potential, it is assessed that the current proposal is highly unlikely to result in any further archaeological impacts.

Please don't hesitate to contact me on (07) 3007 3849 should you have any questions on the above.

Yours sincerely,

Tina King
Associate Director

APPENDIX B ABORIGINAL LIASON CONSULTATION LOG

Date	Organisation/Group/Individual	Contact Name	Method of Contact	Details
21-Jun-16	NSW Office of Environment and Heritage, Sydney Office	Susan Harrison	Post	Response received on 30 June 2016 via post identifying a total of 34 relevant stakeholders
21-Jun-16	Metropolitan Local Aboriginal Land Council	N/A	Post	Registered interest for the project on 13 July via email (refer below) Response received on 28 June via email, and stated: "I have searched the Register of Aboriginal Owners and the project area described does not appear to have Registered Aboriginal Owners pursuant to Division 3 of the Aboriginal Land Rights Act 1983 (NSW)."
21-Jun-16	Office of the Registrar, Aboriginal Land Rights Act	Tabatha Dantoine	Post	I suggest that you contact the Metropolitan Local Aboriginal Land Council on (02) 8394 9666. They will be able to assist you in identifying other Aboriginal stakeholders for this project."
21-Jun-16	National Native Title Tribunal	Alison Warren	Post	Response received on 28 June via email. States that there are no relevant entries on the Tribunal databases.
21-Jun-16	Native Title Services Corporation (NTSCorp), Referral Head Office	N/A	Post	No response received.
21-Jun-16	City of Sydney	N/A	Post	No response received.
21-Jun-16	Greater Sydney Catchment Management Authority	Margaret Bottrell	Post	Response received via email on 29 June, stating that "GS LLS is not the primary source for contacting or managing contact lists for Aboriginal communities or persons that may inform or provide comment on planning issues. GS LLS considers cultural heritage issues that relate to land-use planning in general and only considers culture and heritage issues in the context of NRM."
29-Jun-16	Newspaper ad place in the Koori Mail	N/A	Newspaper Advertisement	Multiple responses received (refer below).
7-Jul-16	Kamilaroi-Yankuntjatjara Working Group	Pollawan Philip Khan	Post	Registration of interest in the project
11-Jul-16	Darug Land Observations Pty Ltd	Jamie Workman and Uncle Gordon Workman	Email	Registration of interest in the project
13-Jul-16	Metropolitan Local Aboriginal Land Council	Nathan Moran	Email	Letter inviting organisation to register their interest in the project. Registered interest via email on 13 July.
13-Jul-16	Metropolitan Local Aboriginal Land Council	Nathan Moran	Post	Letter inviting organisation to register their interest in the project
13-Jul-16	La Perouse Local Aboriginal Land Council	Chris Ingreby	Post	Letter inviting organisation to register their interest in the project. Registered interest via phone on 25 July.
13-Jul-16	Darug Aboriginal Cultural Heritage Assessments	Gordon Morton	Post	Letter inviting organisation to register their interest in the project
13-Jul-16	Eric Keidge	Eric Keidge	Post	Letter inviting organisation to register their interest in the project. Registered interest via email on 18 July.
13-Jul-16	Tocomwall	Scott Franks	Post	Letter inviting organisation to register their interest in the project
13-Jul-16	Badu	Karia Lea Bond	Post	Letter inviting organisation to register their interest in the project
13-Jul-16	Goobah Developments	Basil Smith	Post	Letter inviting organisation to register their interest in the project
13-Jul-16	Wullung	Lee-Roy James Boota	Post	Letter inviting organisation to register their interest in the project. Response received from Australia Post stating address does not exist.
13-Jul-16	Pemulwuy CHTS	Pemulwuy Johnson	Post	Letter inviting organisation to register their interest in the project. Registered interest via phone on 25 July.
13-Jul-16	Gundungurra Tribal Technical Services	Multiple	Post and Email	Letter inviting organisation to register their interest in the project. Registered interest via email on 28 July.
13-Jul-16	Butucabin Aboriginal Corporation	Jennifer Beale	Post and email	Letter inviting organisation to register their interest in the project. Registered interest via phone on 25 July.
13-Jul-16	Minnamanning	Aaron Broad	Post	Letter inviting organisation to register their interest in the project
13-Jul-16	Gunyuu	Kylie Ann Bell	Email	Letter inviting organisation to register their interest in the project
13-Jul-16	Walbunja	Hika Te Kowhai	Email	Letter inviting organisation to register their interest in the project
13-Jul-16	Yaramurra	Robert Parson	Email	Letter inviting organisation to register their interest in the project
13-Jul-16	Nundagurri	Newton Carriage	Email	Letter inviting organisation to register their interest in the project
13-Jul-16	Pemulwuy CHTS	Pemulwuy Johnson	Email	Letter inviting organisation to register their interest in the project
13-Jul-16	Murrumbul	Mark Henry	Email	Letter inviting organisation to register their interest in the project
13-Jul-16	Jerrington	Joanne Anne Stewart	Email	Letter inviting organisation to register their interest in the project
13-Jul-16	Bilinga	Simalene Carriage	Email	Letter inviting organisation to register their interest in the project

13-Jul-16 Munyunga	Kaya Dawn Bell	Email	Letter inviting organisation to register their interest in the project
13-Jul-16 Wingkara	Hayley Bell	Email	Letter inviting organisation to register their interest in the project
13-Jul-16 Walgalu	Ronald Stewart	Email	Letter inviting organisation to register their interest in the project
13-Jul-16 Thaurira	Shane Carriage	Email	Letter inviting organisation to register their interest in the project
13-Jul-16 Dharug	Andrew Bond	Email	Letter inviting organisation to register their interest in the project
13-Jul-16 Bilinga Cultural Heritage Technical Services	Robert Brown	Email	Letter inviting organisation to register their interest in the project
13-Jul-16 Gunyuu Cultural Heritage Technical Services	Darlene Hoskins-McKenzie	Email	Letter inviting organisation to register their interest in the project
13-Jul-16 Munyunga Cultural Heritage Services	Suzannah McKenzie	Email	Letter inviting organisation to register their interest in the project
13-Jul-16 Murrumbul Cultural Heritage Technical Services	Levi McKenzie-Kirkbright	Email	Letter inviting organisation to register their interest in the project
13-Jul-16 Wingkara Cultural Heritage Technical Services	Wandai Kirkbright	Email	Letter inviting organisation to register their interest in the project
13-Jul-16 Gulaga	Wendy Smith	Email	Letter inviting organisation to register their interest in the project
13-Jul-16 Biamanga	Sell Storer	Email	Letter inviting organisation to register their interest in the project
13-Jul-16 Callendulla	Corey Smith	Email	Letter inviting organisation to register their interest in the project
13-Jul-16 Murrnarang	Roxanne Smith	Email	Letter inviting organisation to register their interest in the project
13-Jul-16 Duncan Suey & Associates	Darren Duncan	Email	Letter inviting organisation to register their interest in the project. Registered interest via email on 19 July.
18-Jul-16 Tocomwall Pty Ltd	Danny Franks	Email	Registration of interest in the project
18-Jul-16 Aboriginal Archaeology Services Inc	Andrew Williams	Email	Registration of interest in the project
19-Jul-16 Darren John Duncan	Darren John Duncan	Email	Registration of interest in the project
25-Jul-16 Darug Aboriginal Cultural Heritage Assessments	Celestine Everingham	Phone	Registration of interest in the project. Left contact no. of 9410 3665
25-Jul-16 Gundungurra Tribal Technical Services	Chris Payne	Phone	Registration of interest in the project
25-Jul-16 Minnamunung	Aaron Broad	Phone	Registration of interest in the project. Left contact no. of 0402 526 888
28-Jul-16 Butucabin Aboriginal Corporation	Jennifer Beale	Email	Registration of interest in the project

APPENDIX C DRAFT HERITAGE INTERPRETATION STRATEGY

THE  STAR

SECTION 75W
MODIFICATION
APPLICATION

MP08_0098

INTERPRETATION
STRATEGY

PREPARED BY



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1 INTRODUCTION

1.1 BACKGROUND

Urbis has been engaged by Star Entertainment Group Limited (SEGL) to prepare the following Heritage Interpretation Strategy. This document will accompany a proposal to modify the Part 3A Project Approval (MP08_0098) for The Star Sydney (The Star) under section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This Interpretation Strategy considers only multimedia devices and on site interpretation in the vicinity of the former offices of the Sydney Electric Lighting Station building (hereafter The SELS) in the north west corner of the site (refer Figure 1). It has been prepared in order to ensure that the history of the Pyrmont Power Station (now demolished except for The SELS) is properly documented, interpreted and displayed such that it can be appreciated by users of The Star and the public.

The purpose of the following is to develop interpretive concepts for site specific interpretive media including built form interpretive devices.

This document should be read in conjunction with the architectural/landscape plans prepared by FJMT, DWP Suters and Urbis Design.

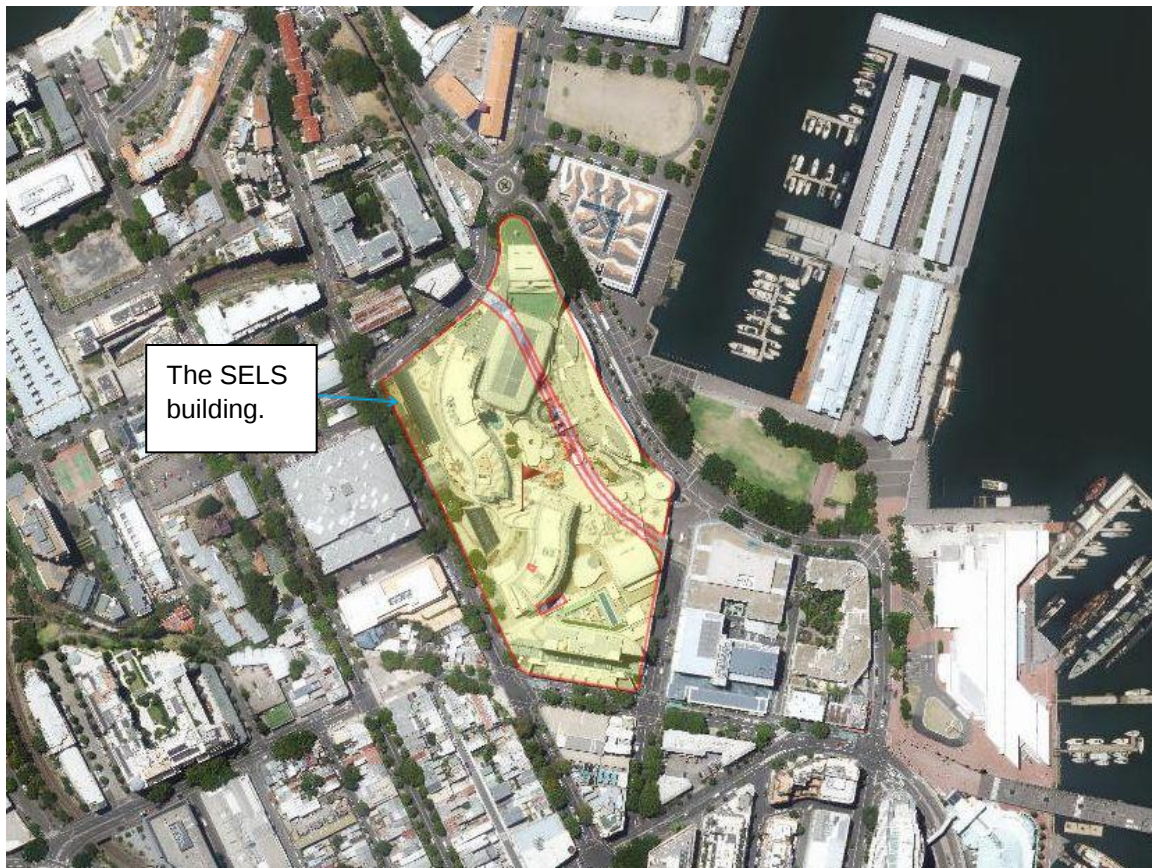
Background resources to this brief includes:

- Conservation Management Plan, The SELS Building, prepared by Urbis 2017.
- References as outlined in section X of this report.

1.2 SITE IDENTIFICATION

This report has been prepared to interpret the significance of the Pyrmont Power Station (now demolished) which comprised the entire subject site (The Star – 20-80 Pyrmont Street). However, the location of interpretive media has only been considered in the vicinity of The SELS building which is located in the north-western corner of the site and is the last remnant fabric from the former power station.

Figure 1 – Location of The SELS Building within the larger site.



Source: sixmaps.com

1.3 METHODOLOGY

This Interpretation Strategy has been prepared in accordance with the general philosophy and process adopted guided by the Australia ICOMOS *Burra Charter* 1999.

The Burra Charter defines interpretation as “all the ways of presenting the *cultural significance* of a place” and it may be a combination of the treatment of the fabric; the use of and activities of the place; and the use of introduced material (Article 1.17).

Interpretation should provide and enhance understanding of the history, significance and meaning of the building. Interpretation should respect and be appropriate to the cultural significance of the building (Article 25).

This Interpretation Strategy has also been prepared in conjunction with **XX plan references**.

1.4 OBJECTIVES AND LIMITATIONS OF THE INTERPRETATION BRIEF

It is intended that appropriate interpretation will facilitate public access and understanding, and enhance the visitor’s appreciation of the significance of The SELS building and the history of the Pyrmont Power Station as a whole.

This report has been prepared to provide an outline of the proposed interpretation (including built and other media) and content, including locations for any fixed media. The development of the brief has been guided by the significance of the site, having regard for its intended use, and subsequent audiences. Interpretation devices have only been considered in the vicinity of The SELS Building.

Note that the suggested content is indicative only and is likely to be subject to amendment should further information come to hand prior to the implementation of the strategy.

Where Urbis has recommended use of historical images and information in a variety of media and detailed design, this will be subject to web and graphic design. Use of images is also contingent upon copyright permission and right of reproduction which is subject to confirmation prior to the implementation of the strategy.

1.5 AUTHOR IDENTIFICATION

The following report has been prepared by Alexandria Barnier (Senior Consultant – Heritage).

Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis Heritage or the project architects FJMT, DWP Suters and Urbis Design.

Preliminary

2 THE SITE

2.1 THE STAR

The Star occupies a 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 site has a total area of 39,206 m², and is occupied by the existing integrated resort which includes a multi-storey entertainment facility, gaming areas, retail spaces, multiple restaurants and bars, the Sydney Lyric Theatre, 480 hotel rooms/serviced apartments across three towers, and basement parking for up to 2,845 cars.

The site is leased by a company within the SEGL group of companies 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 – External images of The Star.



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

A visual survey of the setting of The Star has been set out below. Refer to Section 2.2 for a description and visually survey specific to The SELS Building.

Figure 3 – Visual survey of The Star.



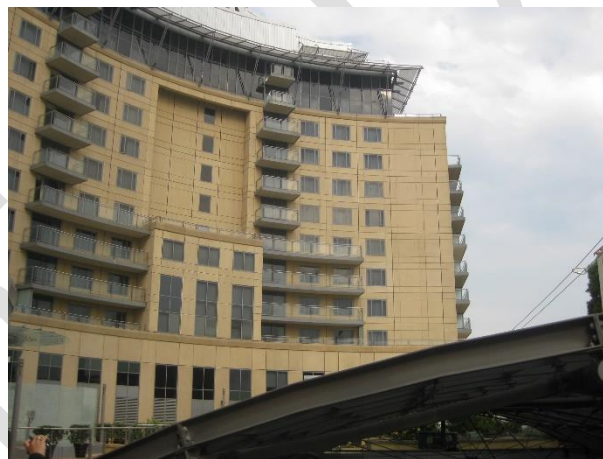
Picture 2 – View south east from The Deck.



Picture 3 – View east from The Deck.



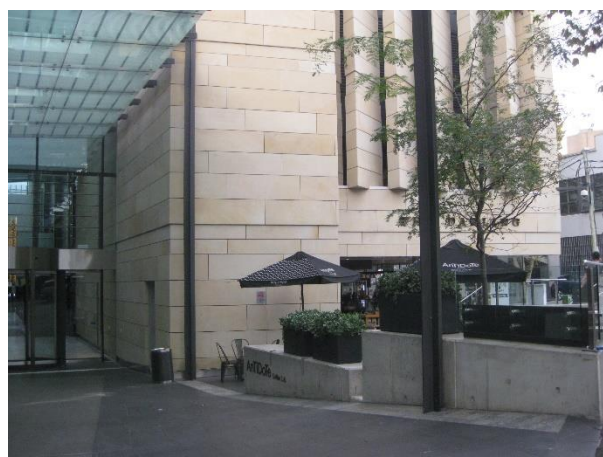
Picture 4 – View south west towards The Darling.



Picture 5 – View west towards the Astral Tower.



Picture 6 – View across The Deck towards The Darling.



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



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



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

2.2 THE SELS BUILDING

Below is a summary description of The SELS Building. Refer to the Conservation Management Plan prepared by Urbis 2017 for a detailed description of the building.

The SELS building is located 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.

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 wall of the latter. A glazed canopy joins the two.

Figure 4 – Visual survey of The SELS Building – External Fabric.



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



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



Picture 12 – Part of the northern façade of the SELS Building.



Picture 13 – Part of the eastern façade of the SELS Building.



Picture 14 – Part of the eastern façade of the SELS Building.



Picture 15 – Part of the eastern façade of the SELS Building.

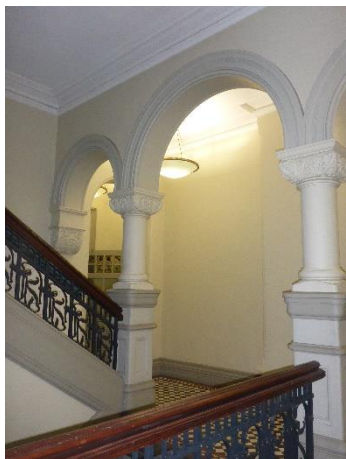


Picture 16 – Part of the southern façade of the SELS Building.



Picture 17 – Part of the eastern façade of the SELS Building.

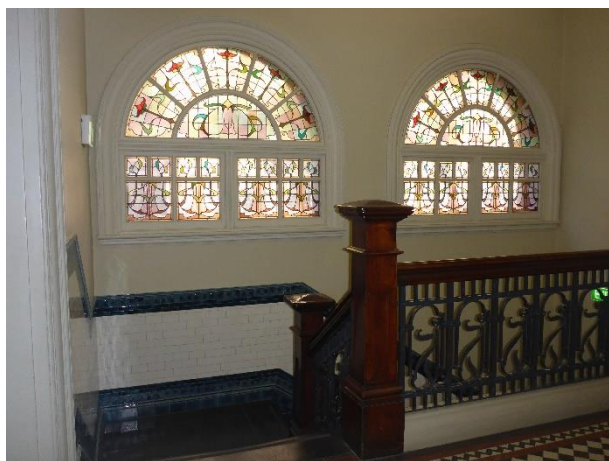
Figure 5 – Visual survey of The SELS Building – Internal Fabric.



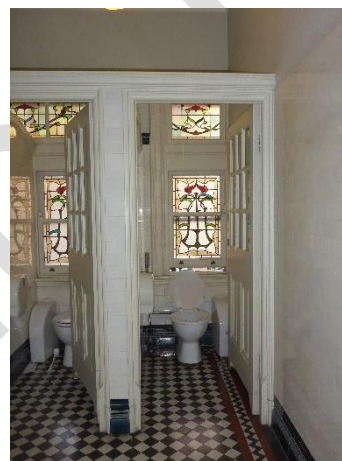
Picture 18 – View across ground floor entrance hall.



Picture 19 – View across ground floor entrance hall.



Picture 20 – View across stair hall at level 1.



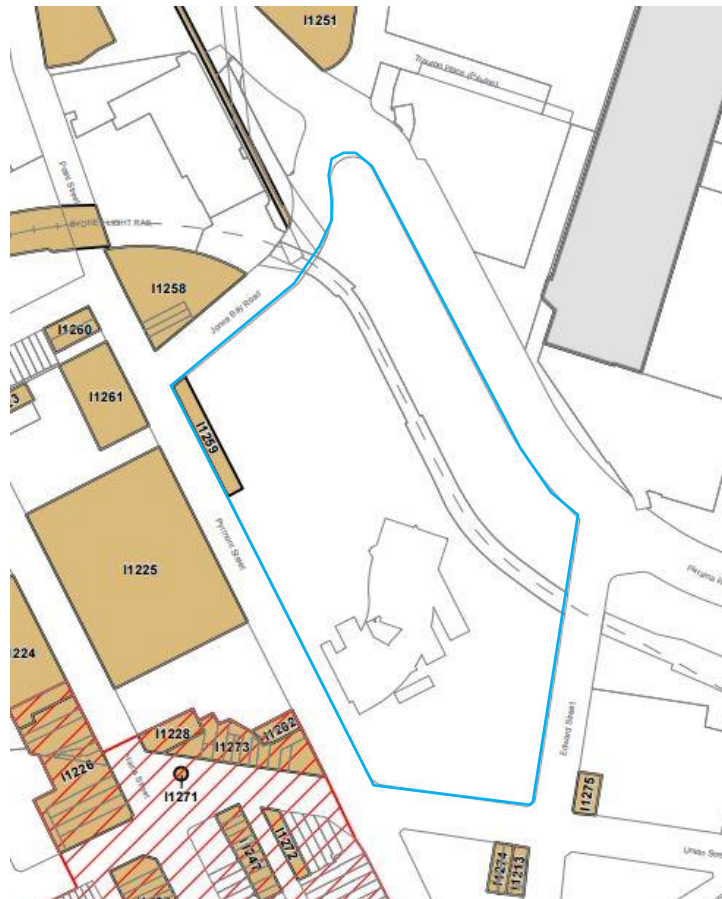
Picture 21 – View across original toilets on level 1.

2.3 STATUTORY CONTEXT

The SELS building, located within The Star Complex is heritage listed as the former Pyrmont Power Station Administrative building (I1259) under the Sydney Local Environmental Plan 2012, as shown on the heritage map below. It is also listed on the Register of the National Estate (ID100714).

The remainder of The Star Complex has no associated heritage listings.

Figure 6 – Heritage map showing listed items in the vicinity of the subject site (outlined blue).



Source: City of Sydney LEP 2012

2.4 STATEMENT OF SIGNIFICANCE

The former offices of the Sydney Electric Lighting Station (SELS building), constructed in 1904 (and extended in 1922), has local historic, associative and aesthetic significance as well as representative and rarity value.

The building is historically important as the only remaining structure of the former Power Station, which was the original generating station to provide electricity throughout Sydney. It was a major feature of Pyrmont and wider Sydney and was one of the largest and most important stations in NSW for many years. Further, there is an association with the work of prominent City Architect and Surveyor Robert Hargreave Brodrick.

Although the heritage setting of the building has been compromised by more recent development in the vicinity, 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. Further, 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 generally contributes to the aesthetic significance of the original section.

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

2.5 PROPOSED ACTIVITY

This Interpretation Strategy 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). This proposal includes a new Ritz-Carlton Hotel and Residential Tower, a ribbon extension from the Ritz Carlton Hotel, and various balance of site works including infrastructure upgrades, a luxury retail precinct and site wide lighting/signage upgrades. There are no works proposed under the application which directly affect the heritage listed SELS building, however there are public domain works proposed to the plaza to its immediate north. These works have been set out in detail and assessed in the HIS prepared by Urbis in February 2017.

Preliminary

3 HISTORICAL OVERVIEW

3.1 AREA HISTORY

3.1.1 Early History of Pyrmont

Pyrmont's colourful 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 Pyrmont 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 Pyrmont 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 'Pyrmont', 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 Pyrmont 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 Pyrmont'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 Pyrmont. 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 Pyrmont, 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 Pyrmont '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 Pyrmont 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 Pyrmont. 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 Pyrmont 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

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

² The Pyrmont Village: <http://pyrmontvillage.com.au/pyrmont-a-history/>, accessed November 2016.

known as “the Five Bridge Road”. The First Pyrmont Bridge was replaced in 1902 by the present structure of the same name.³

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.

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

⁴ Ibid.

⁵ Ibid.

Figure 7 – Extract from the Plan of the Town and Suburbs of Sydney, 1822, showing the number “69” identified as “Piermont” with the symbol for a windmill (indicated).



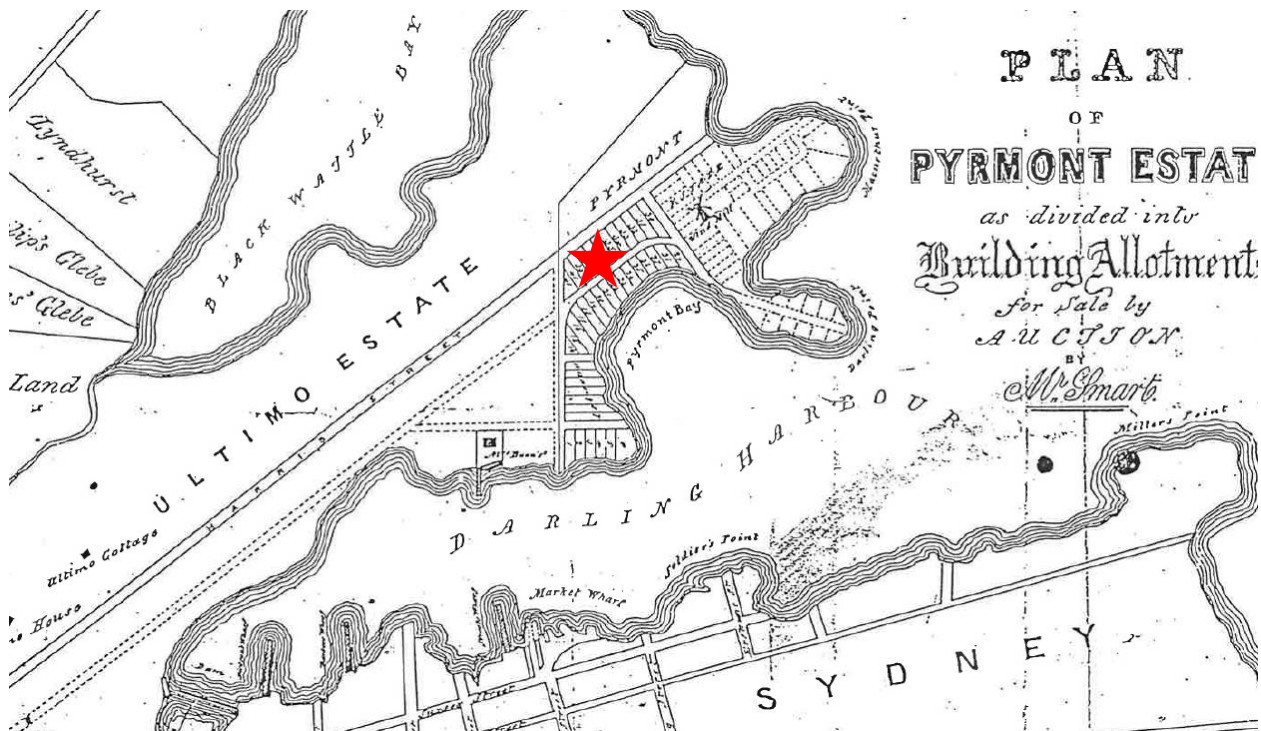
Source: National library of Australia, MAP F 107.

Figure 8 – View from Cockle bay (now Darling Harbour) showing windmill at Pymont, c1819-1820.



Source: State Library of NSW (Digital Order Number: a928747)

Figure 9 – Plan of the first portion of the Pyrmont Estate subdivided into building Allotments for sale, 1839. General location of subject site is indicated. Pyrmont and Union Street had been developed by this time. Subdivided lots are undeveloped.



Source: Mitchell Library.

Figure 10 – Woolcott & Clarke's Map of the City of Sydney, 1854, with general location of the subject site indicated, showing small scale housing/development in the general vicinity.



Source: City of Sydney Archives.

Figure 11 – View of Pyrmont (towards Sydney), c1900. In the late 19th century/early 20th century, Pyrmont was flourishing with the railway, ports, industries and workers housing.



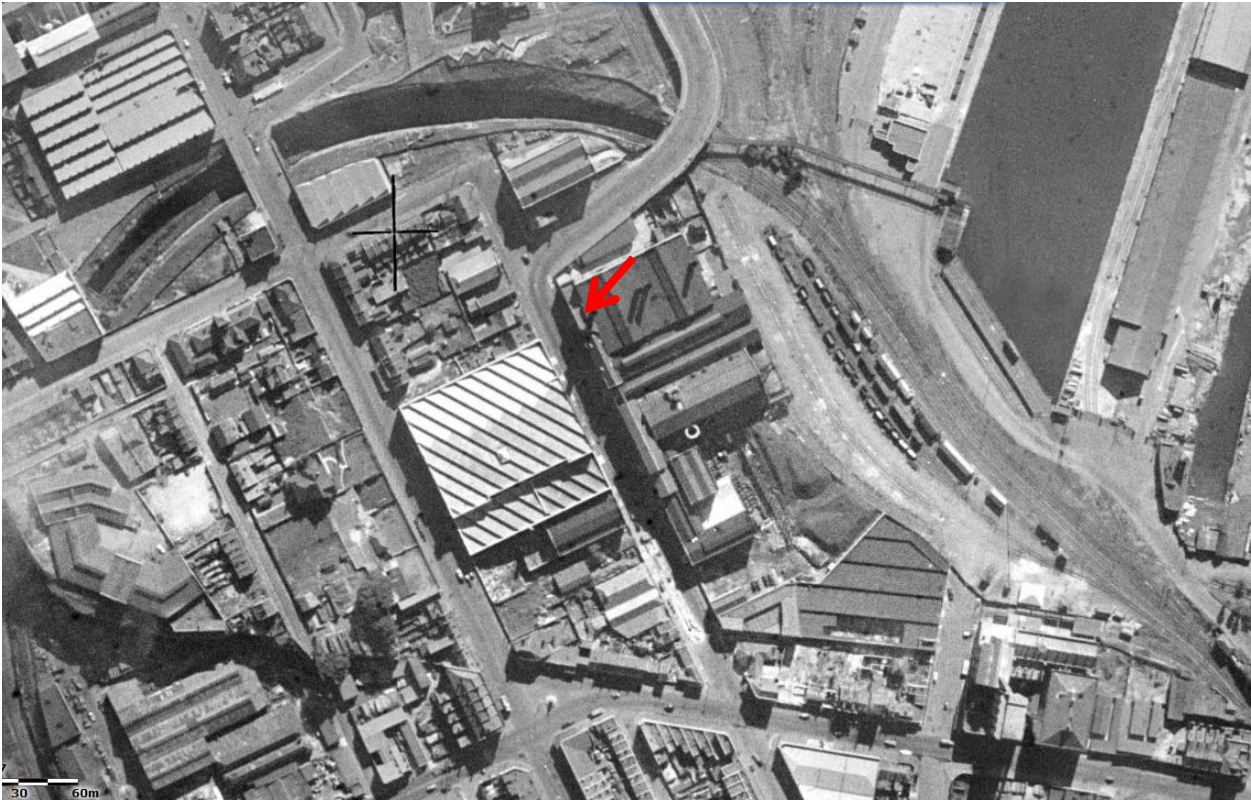
Source: Powerhouse Museum Collection, Kerry & Co, 1895-1917.

Figure 12 – Birds Eye View showing new wharves and approaches, Jones Bay, Pyrmont, c1919. The location of the subject site is indicated (and forms part of the larger power station site)



Source: Sydney Harbour Trust

Figure 13 – Pyrmont in 1943, showing still a predominately industrial area. The location of the subject site is indicated (and forms part of the larger power station site)



Source: Six Viewer.

3.2 ELECTRICITY IN SYDNEY

The first significant use of electricity in New South Wales was in 1863 and its development came to Australia following events overseas in the latter half of the nineteenth century. The earliest uses were for lighting purposes for which D.C current was produced by a generator, usually driven by a steam engine. Initially this system was in completion with coal gas, particularly in urban area and with a few notable exceptions, such as the street lighting of Tamworth, was slow to catch on in Australia compared to overseas where large urban power station were in operation from 1882 (Holborn Viaduct, London and Pearl Street, New York).

During the 1880s and 1890s, the development of the electric motor gave new meaning to the use of electricity. Industrial complexes saw great advantage in the transmission of power over wires instead of using lineshafts and leather belts and it was not long before individual businesses were installing a steam-driven generator in their basement and using the electricity to provide lighting and motive power throughout their building. From this, small private companies established local generating station to sell electricity to local consumers at a cost cheaper than they could run their own system. The Sydney Electric Light Company Power Station, established 1888, of which the power house building still remains in Renwick Street Redfern, is a notable example of this trend.

Parallel with this development was the interest of local councils and municipal groups in the lighting of urban streets. Electricity was quickly seen to be superior to the reticulation of coal gas and several local councils established station for this purpose.

The use of electricity to drive transport system was investigated by the Railways Department from 1889, particularly for the urban tramway system. In 1896, permission was granted for the construction of an electrified line along George Street to the Harris Street Depot and, in 1897, the Department commenced construction of a large power house at Ultimo to supply 600 volt D.C. current to the urban tramway network.

Between 1887 and 1896, the NSW Parliament considered six competing bills for the right to produce and reticulate electricity for street lighting and commercial supply for the Sydney area. This was eventually granted to the Sydney Municipal Council in 1896. A power station was designed and building commenced at a site in Pyrmont, the first power being produced in July 1904. In 1904, the right to provide electricity supply in their area was conferred generally upon municipal councils and in 1906, shire councils were given similar powers. In 1906, a special Act was passed whereby the Balmain Municipal Council was allowed to grant a franchise to provide a supply within and in certain circumstances outside of its municipality, leading to the establishment of the Balmain Power Station by a private company, the Electric Light and Power Supply Corporation Limited.

The next thirty years saw rapid advances in technology. As a greater range of application developed and demand steadily increased, the techniques of generation and transmission also advanced, with newer, large generators, turbine-driven, producing A.C current which could be transmitted great distances with relatively little power loss. From 1915 to 1929 the average demands for electricity increased by never less than 15% per year and from 1933 to 1949 by 8% per year. From 1929 to 1933, the Depression years, the demand merely remained constant.

It was apparent from an early stage that substantial economies were achieved by the use of large central generating station, the cost of transmission being a relatively small factor and small plants serving local area tended to be quickly overtaken when supply became available from a larger system.

The Railways Department was empowered in 1912 to supply electricity in bulk to distributors for general purposes and the Public Works Department was similarly empowered to build power stations and transmission networks. Reticulation and consumer sales were generally handled by the municipal authorities and, from 1919 onwards, government legislation tended to increasingly centralise control of electricity generation and supply, culminating, in 1935, in the Gas and Electricity Act which gave the State Government sole control over all aspects of the industry.

By the end of the 1930s, NSW was supplied by four major supply organisations, several regional networks and, in more remote areas, several small stations operating independently. The Sydney network, run generally by the Sydney Municipal Council (after 1935, the Sydney County Council) supplied the inner city region directly and sold power, in bulk to thirteen municipal councils for distribution. The council operated two large power station, Pyrmont and Bunnerong (opened 1930) and was the largest supplier in the state. The Railways Department operated two large station in Sydney, Ultimo and White Bay (opened 1917) supplying the electric tramway network, the suburban electric rail network under construction and supplying in bulk to local councils in the outer suburbs of Sydney. This department also operated two regional networks from steam powered stations at Zarra Street, Newcastle and at Lithgow. The Electric Light and Power Supply Corporation (hereafter known as the Balmain Company) supplied electricity directly to the five municipalities surrounding the power station, Balmain, Leichhardt, Ashfield, Newtown and Petersham. The Public Work Department, through its Southern Electricity Supply section, operated two major networks, one centred on a large steam-powered station at Port Kembla and one on a hydro-electric station at Burrenjack Dam. Smaller networks grew from small steam stations at Canberra, Cowra and Yanco. A second hydro-station was under construction in the Wyangala Dam. A total of thirty seven councils over a large area of the south and west of the state were supplied by this system.

Smaller regional networks existed in the outer areas of the state. The Clarence River County council operated a network covering several municipalities on the North Coast, Tamworth Power Station supplied a large area in the north-west of the state and on the South Coast, the Bega Valley system was supplied by a hydro-electric station at Brown Mountain and diesel-electric stations at Bega and at Narooma.

The interconnection of generating systems began with the commencement of the was a defence measure and continued throughout the war. By the end of the war, over 84% of the state was on the interconnected system. It began in 1940 with links between the S.C.C network and the Railways Network made at St Leonards and Marrickville, and a link at Five Dock to the Balmain Company system. Lithgow was connected to the Sydney link at Five Dock to the Balmain Company system. Lithgow was connected to the Sydney network just prior to the start of the war and the Newcastle connection was made by 1941. The Southern Electricity Supply system began its own interconnections between the Port Kembla network and the Burrenjack network in 1941/42 and these were shortly

after connected with the Sydney grid, the western network through Orange and the Yanco and the Canberra networks.

The areas covered by the interconnected system at the end of the war extended from the Newcastle, Sydney and Wollongong industrial centres west to Dubbo through Lithgow and Orange, south through Goulburn and Wagga to the Murrumbidgee Irrigation area, including Canberra to the east and Parkes in the mid-west and north through to Singleton and through Kempsey to the Northern Rivers (formerly Clarence River) Country Council area.

At the end of the war, equipment shortages throughout the industry meant that plant installed in the pre-war years was operating at maximum capacity to meet demand, yet was aging and inadequate to meet the growth in demand generated by the resumption of normal conditions. The inability to obtain plant during the war meant no new plant had been installed since 1939 and much of the plant in use dated from the mid-1920s. The Government of NSW established the Electricity Authority in 1935 to promote and regulate the coordination, development, expansion, extension and improvement of the electricity supply throughout the State, although it was not required to acquire, constructed or operate any generating stations.

Each of the four major generating organisations, meanwhile, made plans for the expansion of generating capacity. Pyrmont Power Station's planned expansion, held up by the war, was immediately put into effect and new units were installed in Bunnerong. The Railways Department, the Balmain Company and the Southern Electricity Supply all commissioned new, large generators at their existing stations. Longer term plans were prepared and at the point the interests of the four organisations diverged. The two investigated ways of improving their existing stations. The Southern Electricity Supply and the Railways Department looked at all the major factors affecting the generation of electricity and both arrived at the conclusion that much larger power stations could be accommodated if they were located close to the source of their major on-going requirement (i.e coal), the costs of transmission of power to the consumer being relatively small. The other major resource required for a large power station, cooling water, led these two organisations to plan coal fields-based stations close to large water bodies, the Railways Department's choice in the north being Wangi-Wangi on Lake Macquarie and the S.E.S's choice being Tallawarra Point on Lake Illawarra. A third station, also by the Railways Department was planned for Wallerawang in the west, on a large site where a dam on the Fish River would create an artificial lake large enough to provide the requisite water. These three locations represent the extremities of the Sydney basin coal fields. In the northern region of the state, where hydro-electric generation was favoured, exhaustive investigations led to the decisions to create a small coal fired station at Koolkhan, near Grafton; largely due to the speed with which it could be established, as well as for the long-term reliability of their system. Located on the Clarence River, some 8km north of Grafton, it took coal from the Nymboida Mine, some 40km distant.

By 1949, despite the works in hand, the growth in demand was such that the emergency provisions of the Gas and Electricity Act of 1935 were enacted and an Emergency Electricity Commissioner was appointment. In May 1950, the Electricity Commission Act, 1950 was gazetted and the Commission was created with the immediate task of increasing power generation as rapidly as possible, utilising and consolidating existing means of generation and of developing resources to cater for the future electricity requirements of the State.

The Commission immediately acquired the generation and bulk supply assets and functions of the Sydney County Council and the Department of Railways and the whole of the assets and functions of the Southern Electricity Supply. Negotiations were undertaken to acquire the assets and functions of the Balmain Company, which, after protracted legal dispute over the valuation, was completed in 1956. The Clarence River County Council in 1952 to form the Northern Rivers County Council, remained a separate generation and distribution authority for its region, but continued its connection to the State Grid.

The commission undertook a state-wide assessment of electricity resources and requirements. An emergency construction program was implemented involving the purchase and erection of four "package" power stations from the United States, each capable of producing a maximum of 25,00 kW, that could be put into production in a minimal space of time. These were located at Penrith, Liverpool, Port Kembla and Maitland and were operational by 1954. The three coalfields stations being developed were approved and construction commenced. The first unit at Tallawarra commenced operation in 1954, at Wangi in 1956 and Wallerawang in 1957.

From the establishment of the Electricity Commission, the generation and distribution of electric supply was undertaken on a coordinated and interconnected basis. The state electricity grid has been extended to cover virtually all populated areas of the state and generation has centralised into a few massive coal-fields based power stations. Of the station operating by 1960, only Wallerawang is still in operation, but it underwent a massive rebuilding in the 1970s, such that little of the original 1960s plant remains.

3.3 SITE HISTORY

3.3.1 Introduction

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 Casino development. It is presently used as administration offices for The Star.

The following historical outline provides a general overview only of the former Pyrmont Power Station site as a whole as well as the SELS building. Additional detailed and technical information regarding the overall operation and layout of the power station site is provided in the attachments to this report.

3.3.2 Construction 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

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.

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.

The powerhouse site comprised of an engine room, boiler house, office block and stores. The engine room and boiler house were the principal buildings on the site and were designed with a steel framework and light (brick and cement) curtain walls. Temporary partition walls allowed for extensions when necessary. The steel framework also supported a twenty ton crane, coal bunkers and feed water storage tanks. The engine room contained five steam alternators with condensing plant and main switchboard. The Office block (present SELS building) fronted Pyrmont Street and provided accommodation and conveniences for employees.

Originally 240 volt direct current was produced and sold for 2 pence per kilowatt. In 1910, the change was made to alternating current and output. The station was extended in 1920 and voltage rose from 5,000 to 10,000 volts. Originally vertical reciprocating engines were used; these were replaced by reaction turbines in 1907 and impulse turbines in 1914.⁹

The chimney stack was circular and stood at 200 feet high, with an internal diameter of 11 feet. It was built in lime mortar with special pressed bricks. The top of the chimney was finished in a cast iron cap in 24 sections, weighing 7 and half tons.¹⁰

To provide circulating water for condensing purposes, the station utilised the waters from Darling Harbour. A double barrelled conduit from Darling Harbor to the machinery in the power house was constructed, with one conduit used for inflow of water and one for outflow of waste water.¹¹ This was one of the most difficult and costly pieces of water supply and drainage works ever undertaken in the State.

The official opening ceremony of the station, by Lord Mayor Lees, took place on the evening of 8 July 1904 and included illumination of 343 of the city's first electric street lights, supplying an area from Redfern Railway Station north to Circular Quay, and east to west from Hyde Park to Darling Harbour. Twenty-eight miles of underground cable carried power to the sub-stations through the city. The total construction cost was 183,000 pounds.

The sub-stations were built above ground level and were of ordinary brick and stone construction. These were located in strategic locations at Town Hall, Darlinghurst, Wilson Street (Newtown), Lang Park (York Street, Sydney) and Athlone Place (Ultimo), to supply power to individual customers and other electricity networks. Their specific use was to house machinery to convert high voltage electricity for industrial or domestic use.

Prior to the erection of the power station, the city had been lit by gas powered lamps. Due to Sydney City having narrow streets, overhead wires and awnings, a special arc light post was adopted which had a large overhang and placed on the kerb. The post was designed to keep the light as high as possible, but not exceed a certain height above the footway, to avoid alterations to the telephone wire system.

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.

⁹ Conservation Management Plan (1994), *The Offices of the Sydney Electric Lighting Station*, Howard tanner & Associates, August 1994.

¹⁰ Electricity Supply undertaking, p166.

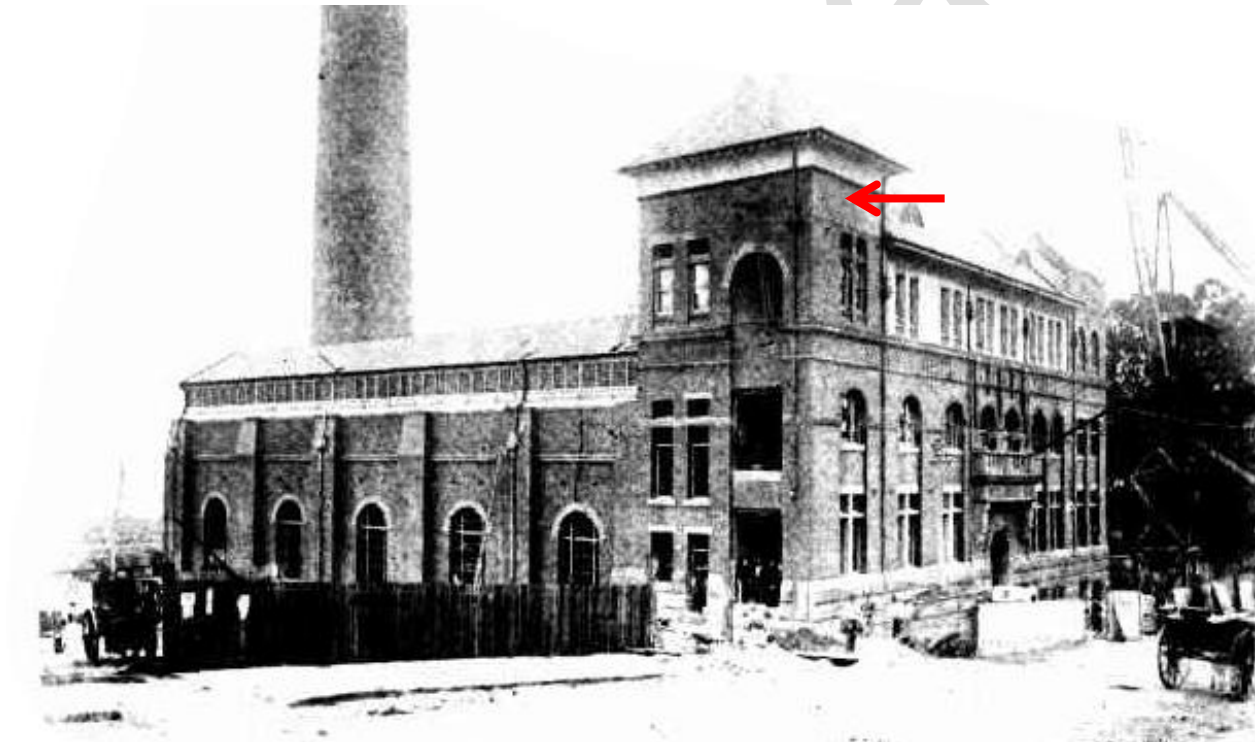
¹¹ The Sydney Morning Herald, *Building & Works*, Tuesday 17 May 1904, p8, available online on Trove.

The following description of the power station was provided in the Sydney Morning Herald at the time:

“Upon this site a very fine power station has been erected, comprising generating station and offices, with a chimney stack probably the largest in the State. In addition to the work at the generating station there has also been erected four substations in different parts of the city, while the engine house at the Town Hall has been converted into the main sub-station. The underground cables are 73 miles in length and occupy 27 miles of roadway and footpaths. There are 343 open for streetlamps.

The Council did all the excavation works required at the powerhouse, and also in the opening and closing of the roadways for the cable by day labour. The machinery is equal to 3000 horse power, but the Council, in view of the large demand for electricity from the citizens, has ordered additional machinery, which, in 12 months time, will be in position, and then the power will have been increased to 5400 horse power. If the demand warrants it the buildings can be increased in size and the machinery augmented up to as high as 30,000 horse power.”¹²

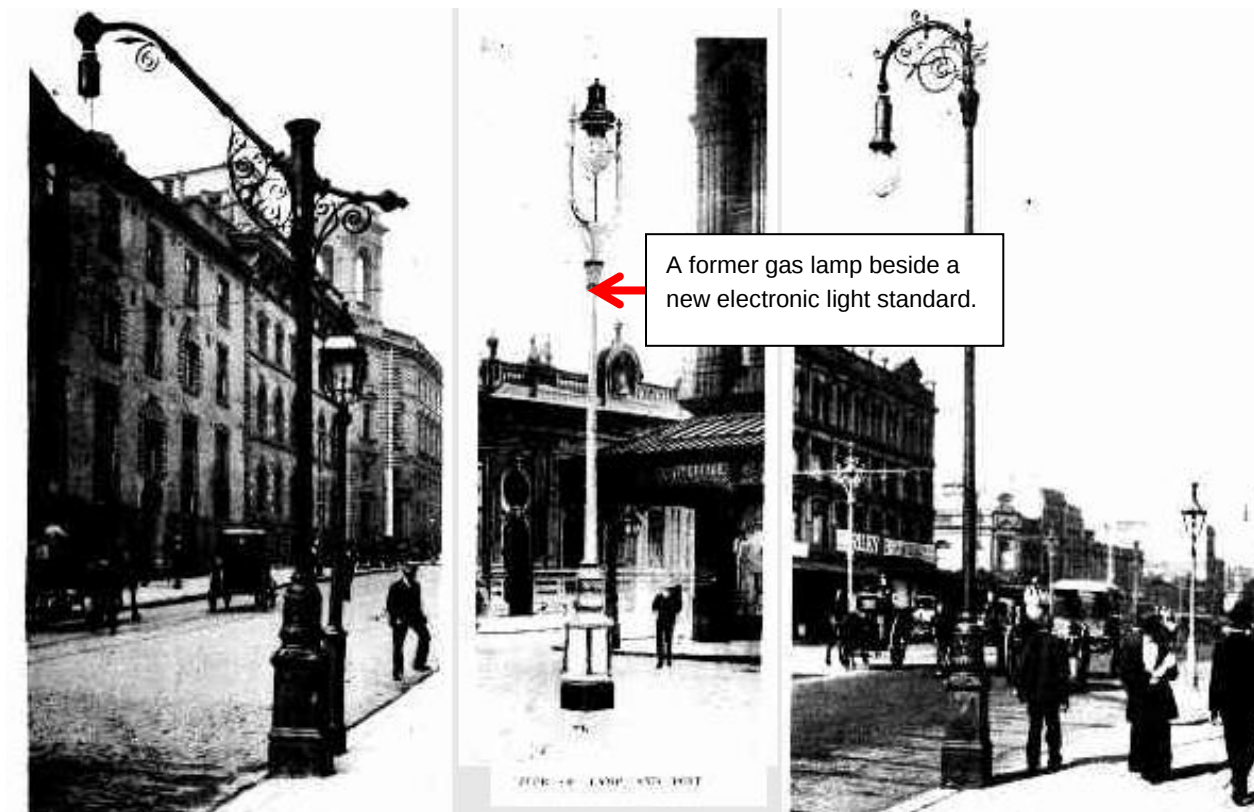
Figure 14 – The opening of the head Generating Station and Power House, Pyrmont. Note SELS Building fronting Pyrmont Street.



The Sydney Morning Herald (Wed 19th July 1904).

¹² Ibid.

Figure 15 – Standard new electronic lights in the city.



The Sydney Morning Herald (Wed 19th July 1904).

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 16 and Figure 17 below and was effectively three power stations which were built, together with ancillary buildings. As described in the Conservation Management Plan prepared in 1994, the following developments and expansions occurred:

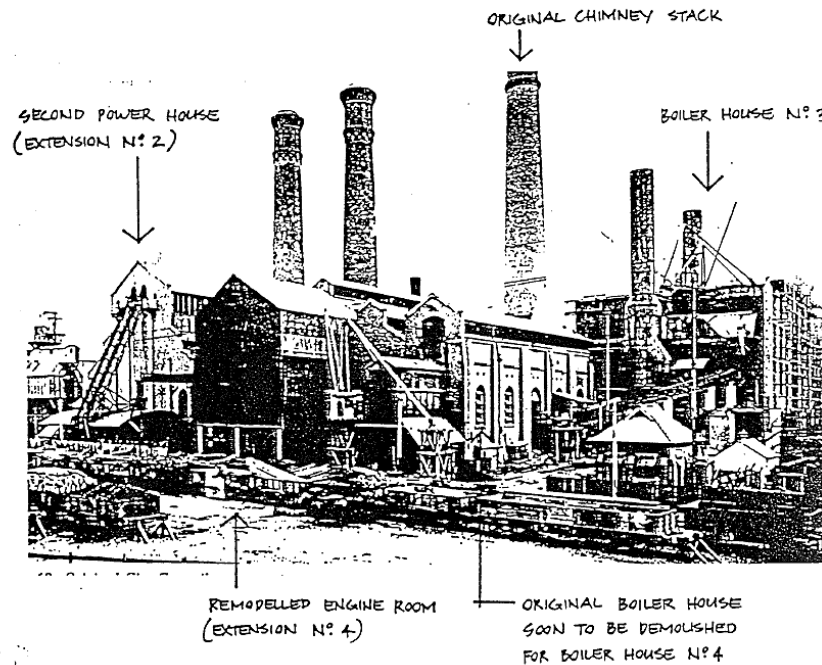
The first (original) power house on the site consisted of the original generating station and an extension to the east. ...The second power house on the site was located to the south of the first and was completed with subsequent additions of a second chimney stack and small extensions to the west.

The construction of the third power house involved the virtual demolition and resumption of the original generating power station (with exception of the front offices) and substantial extensions to the north, which was not part of the original site... Further, the offices on Pyrmont Street were extended to the north and two new boiler houses were added, resulting in the demolition and land resumption of the original boiler house and extension to the north...A number of ancillary buildings were also incorporated into the site, representing the expanding needs of the power station, including stores, workshops and switchgear houses.

Post World War I increases in demand required rapid development in generation, transmission and distribution capacity, as well as undertaking commercial activities. A final expansion of Pyrmont Power Station planned for 1924, would increase the total installed rating to 75,5000 KW. However, the demand forecast for 1924 was in excess of 60,000 KW and it was realised that another source of supply would be necessary. The Sydney Municipal Council expanded its supply system with the construction of Bunnerong

Station on Botany Bay in 1930, generating 150,000kw. Following this Pymont was wound down and only used when Bunnerong failed.¹³

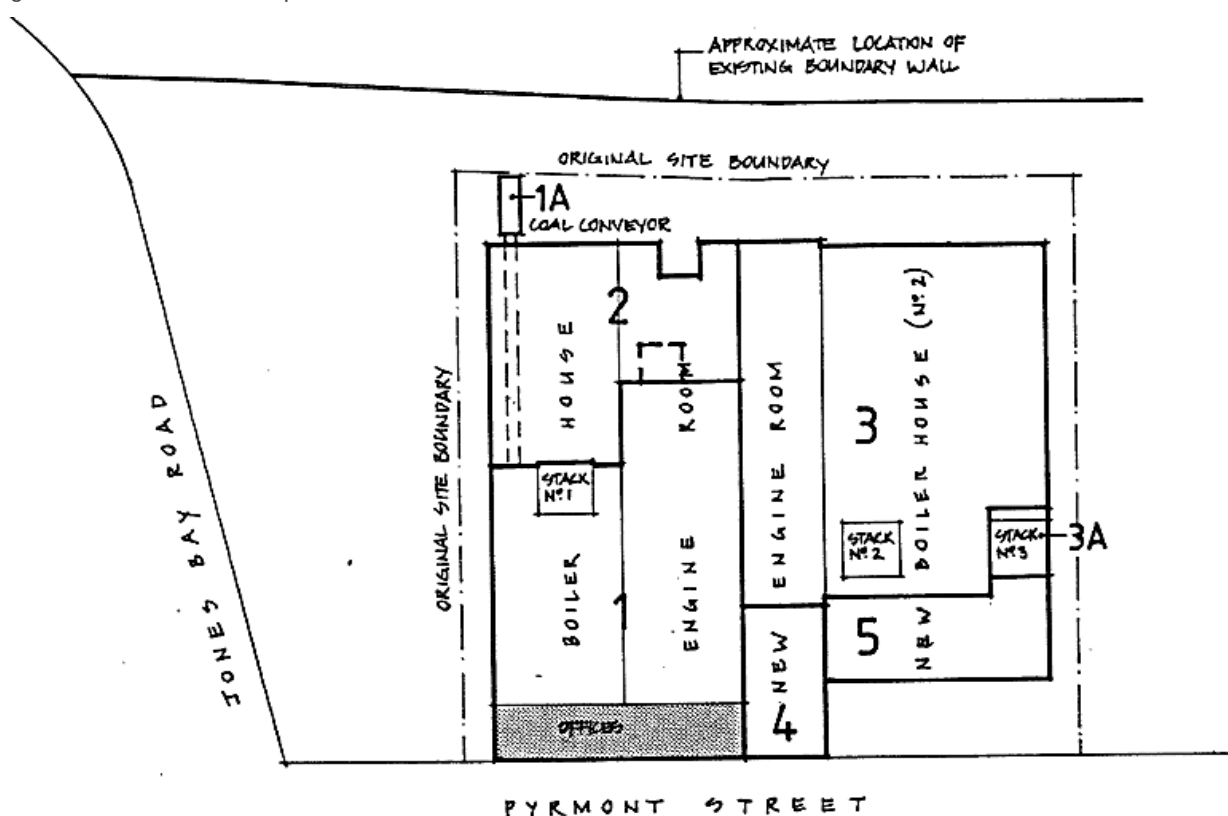
Figure 16 – Pymont Power Station A during construction of Boiler House No.3.



Source: Howard Tanner and Associates CMP (originally source: Matthews M.R. "Pymont and Ultimo—A History", 1982.

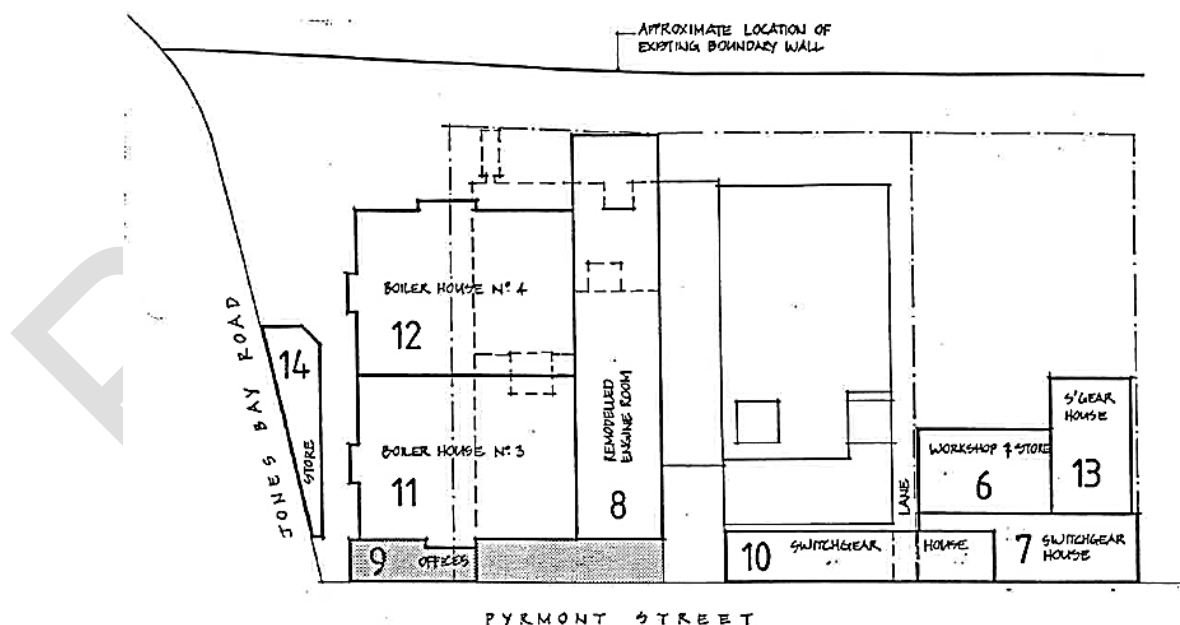
¹³ Ibid, CMP, p8.

Figure 17 – Phase 1 development of the Power Station 1903-1914



Source: Anne Bickford and Associates Report, p11.

Figure 18 – Phase II development of the power station 1914-1925



Source: Anne Bickford and Associates Report p12.

3.3.3 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.

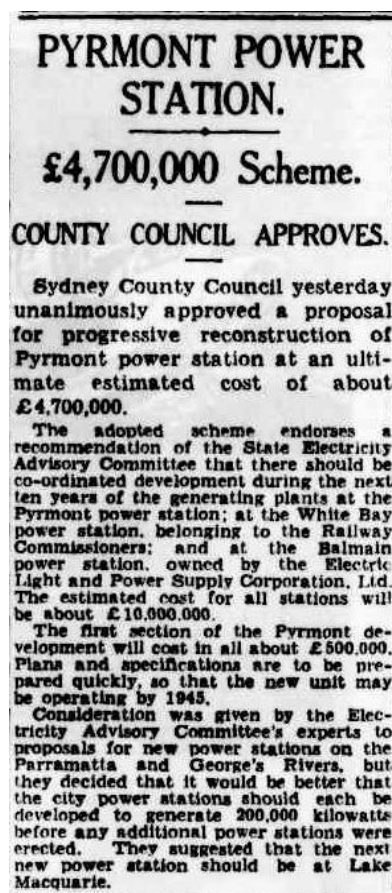
Although plans were drawn up as early as 1941, construction did not commence until 1951, due to delays as result of World War II, politics and industrial problems.

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.

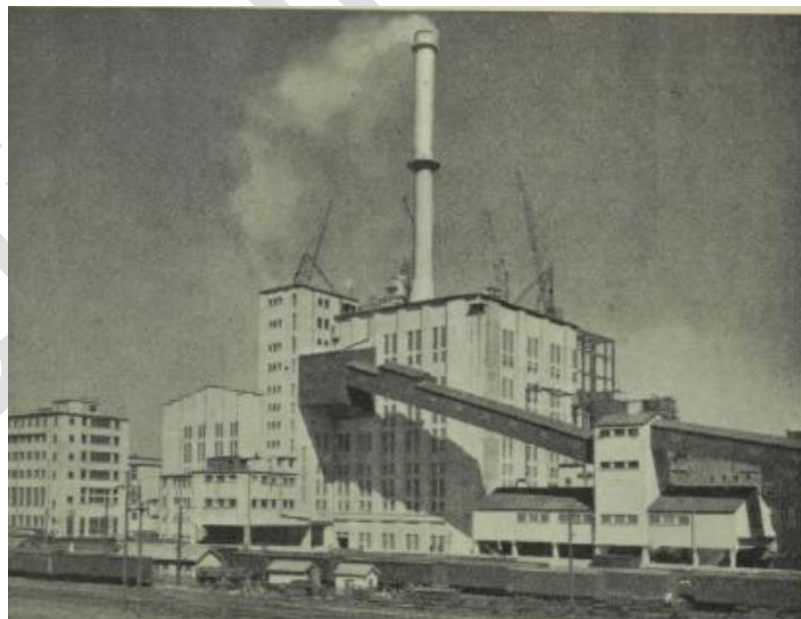
In 1955, Pyrmont Power Station B came into full production. It comprises of a lightweight modern structure as shown in Figure 21 below. It consisted of four 50,000kw turbo alternator units supplied by Metropolitan-Vickers Electrical Co. Ltd, which were some of the largest in Australia and were a fine 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.

Figure 19 – Pyrmont Power Station ‘B’.



Source: Sydney Morning Herald, Wednesday 14th May 1941.



Source: Building, lighting & Engineer, 25 January, 1954 p21.

3.3.4 The SELS Building

The existing building comprising 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.

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 (Refer Figure 14).

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.

3.3.5 Robert Hargreave Brodrick (Architect and Surveyor)

The following information is sourced directly from The Encyclopaedia of Australian Architecture (2012), edited by Philip Goad and Julie Willis and the Beecroft-Cheltenham History Group.

Robert Hargreave Brodrick (1860-1934) was born in Mansfield, United Kingdom and educated in Macclesfield. He was the son of Robert Brodrick, a well-to-do silk manufacturer. At the age of 16 years he worked as an apprentice under architect, James Fraser, of Leeds. Brodrick's initial work was varied and included work for a firm of surveyors in several English cities.

Robert came to Sydney in 1882, with some experience of city architecture. The following year he began work with the Sydney Municipal Council as a draftsman in the City Architect's Department and within twelve years he became head of the Department, City Architect and Building Surveyor.

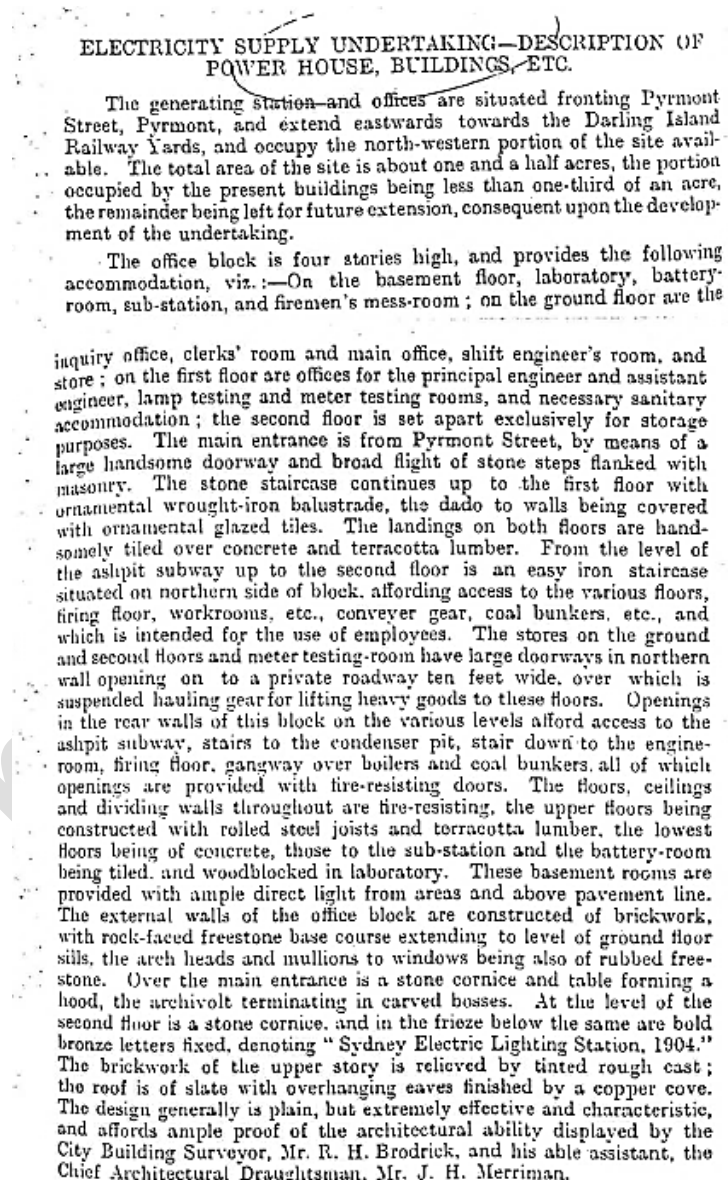
Brodrick held a remarkable record of 45 years in the one municipal department and his architectural work was important in reshaping the City of Sydney, particularly during the first years of the 20th century at the time of the bubonic plague and when there was an awareness of unhealthy residential areas and debate on what was the most suitable home for the urban worker.

Brodrick designed a number of substantial urban renewal projects for the City of Sydney Council, including the markets complex at Haymarket (including Paddys Markets) (1909-10) and the nearby Coffee Palace. Once the new complex had been completed he remodeled the previous market building (the Belmore Markets) to form the Hippodrome (1916). The

design of the Oxford Municipal Chambers, undertaken as part of the widening of Oxford Street in 1912-14, has also been attributed to Brodrick. In Chippendale, he designed the Strickland Building, a substantial block of workers housing built to replace substandard housing. From 1904 onwards, much of Brodrick's output was for the council's network of power generation plants.¹⁴

Brodrick's designs for inner-city housing were intended to gain as much light, air and privacy as possible within a confined space. There was frequent opposition to his ideas on public housing. During his long career in the Public Service he saw reformed plans benefiting the working man introduced under State Labor governments, but shelved under non-Labor governments. Robert Brodrick's aim was to give the city a more cohesive and improved appearance.

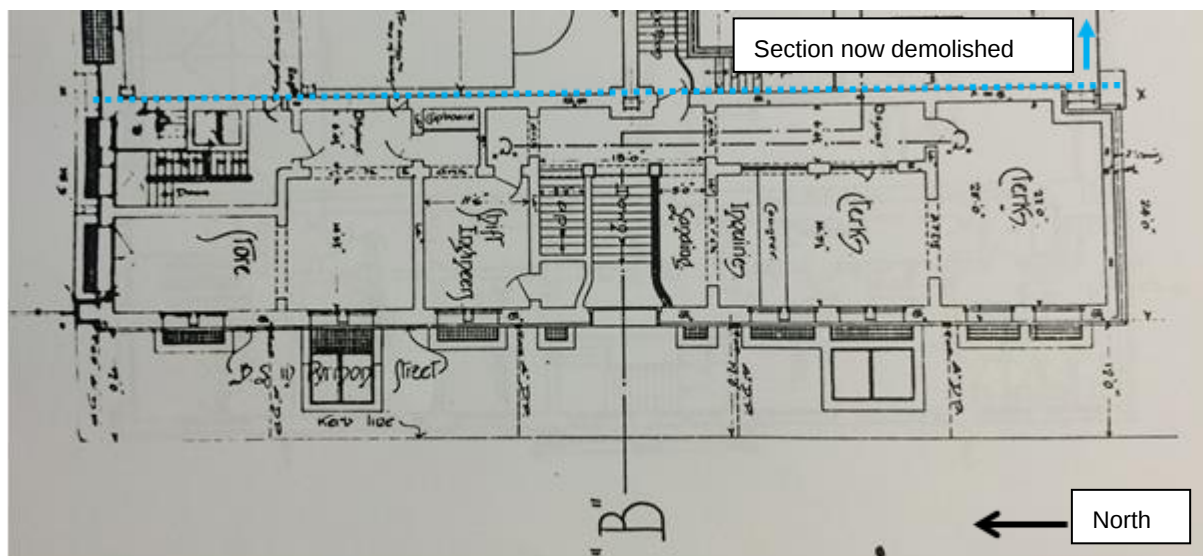
Figure 20 – Description of the Power Station SELS Building.



Source: Town Clerk Records, CMP (Tanner & Associates).

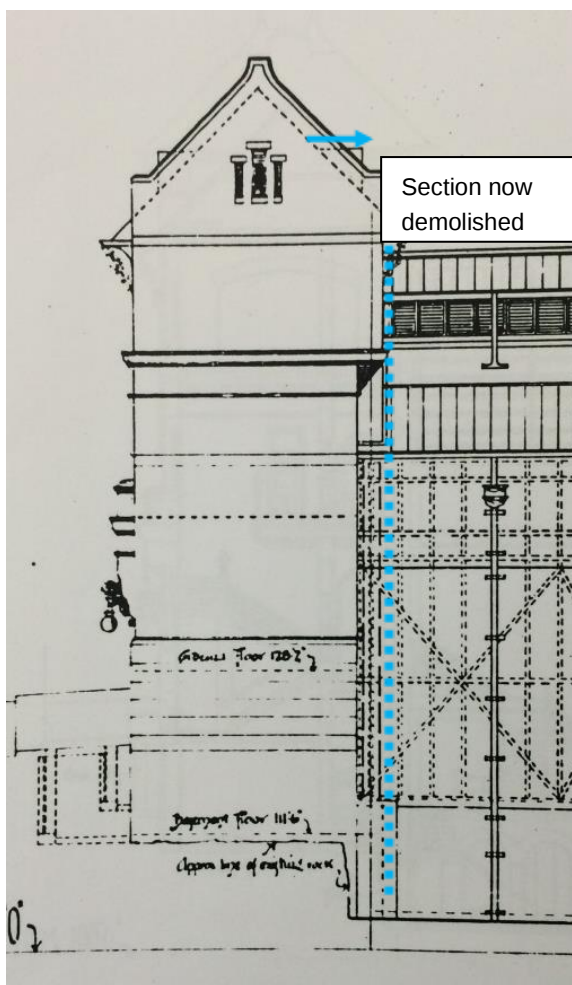
¹⁴ Brown A.J, *The Encyclopedia of Australian Architecture* (2012), p108

Figure 21 - c1903. Plan of the original section of the building.



Source: State Records item D/3 series 01/01/1903 to 01/01/1906.

Figure 22 - c1903 Original Southern elevation of the building showing the abutting building to the rear (east).



Source: State Records item D/3 series 01/01/1903 to 01/01/1906.

Figure 23 – c1905. Northern extent of the original 1904 section of the Sydney Electric Lighting Station” Powerhouse – Pyrmont



Source: State Library of New South Wales.

Figure 24 – 1920. A view of work in progress shows the construction of the extension to the Boilerhouse. The eastern façade of The SELS building is visible.



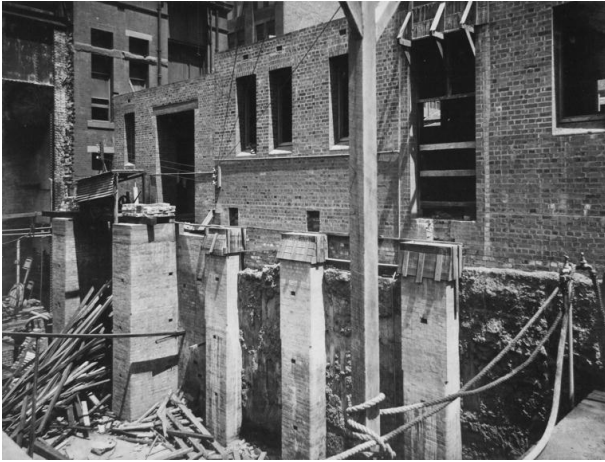
Picture 22 – October 1920.

Source: CRS 51/4074



Picture 23 – October 1920.

Source: CRS 51/4078



Picture 24 – December 1920.

Source: CRS 51/4104



Picture 25 – April 1921.

Source: CRS 51/4114



Picture 26 – October 1920. View towards the western façade.

Source: CRS 51/4075



Picture 27 – May 1921.

Source: CRS 51/4120



Picture 28 – August 1921.

Source: CRS 51/4141



Picture 29 - September 1921.

Source: CRS 51/4150

Figure 25 – Vertical extension of the western wall of The SELS to become the exterior wall of the adjacent boiler house No. 3.



Picture 30 – December 1921. (CRS 51/4163)



Picture 31 – February 1922. (CRS 51/4174)

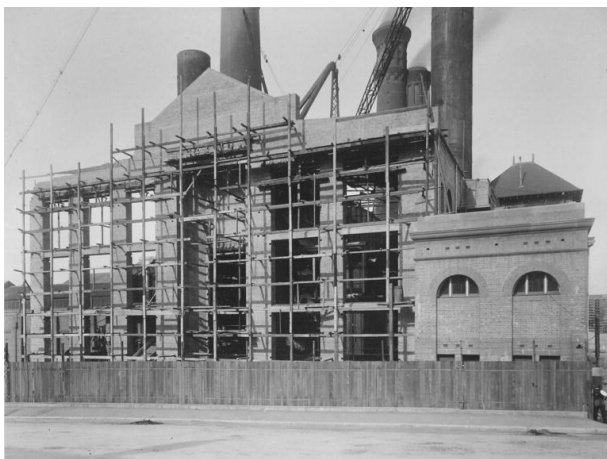
Figure 26 - 1922. Extensions to Pymont Power Station Boiler House No.3 under construction. The extension to the SELS appears to have been completed by this time.



Picture 32 - March 1922.

Source: NSCA CRS 51/2209

Figure 27 – 1922. Showing 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 33 – March 1922.

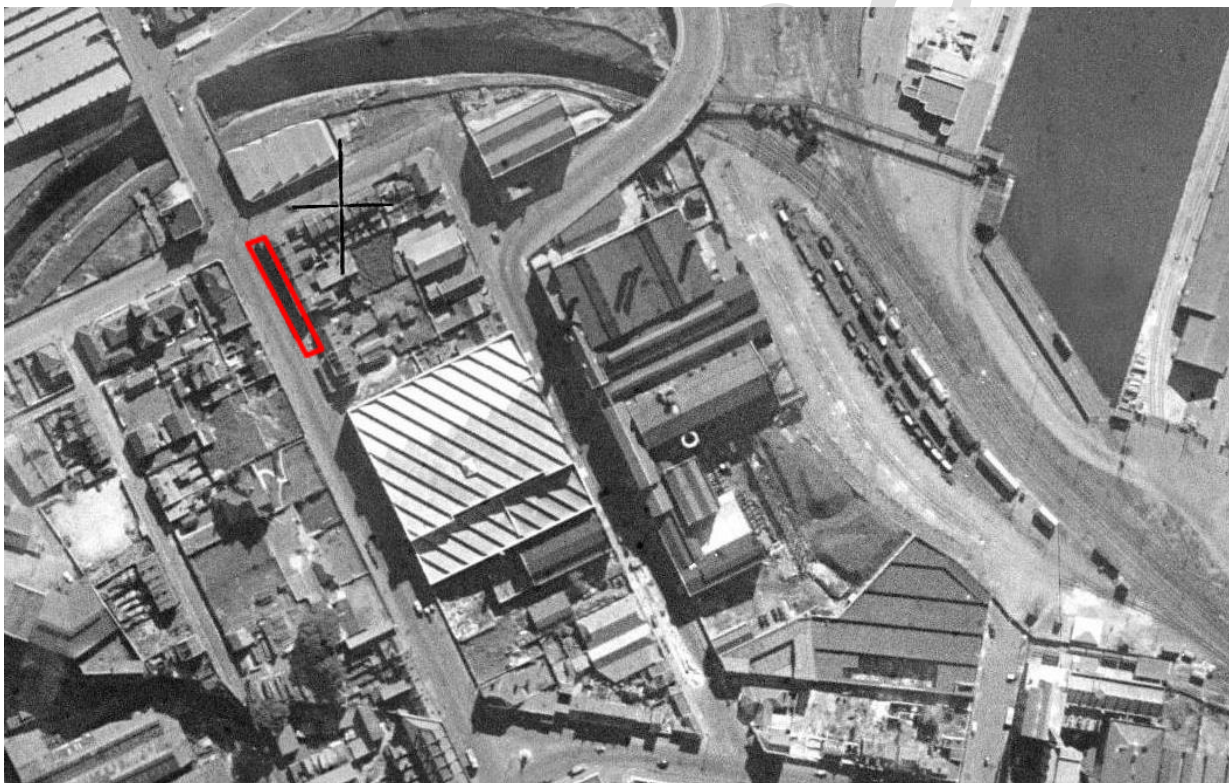
Source: NSCA CRS 51/2211



Picture 34 – November 1922.

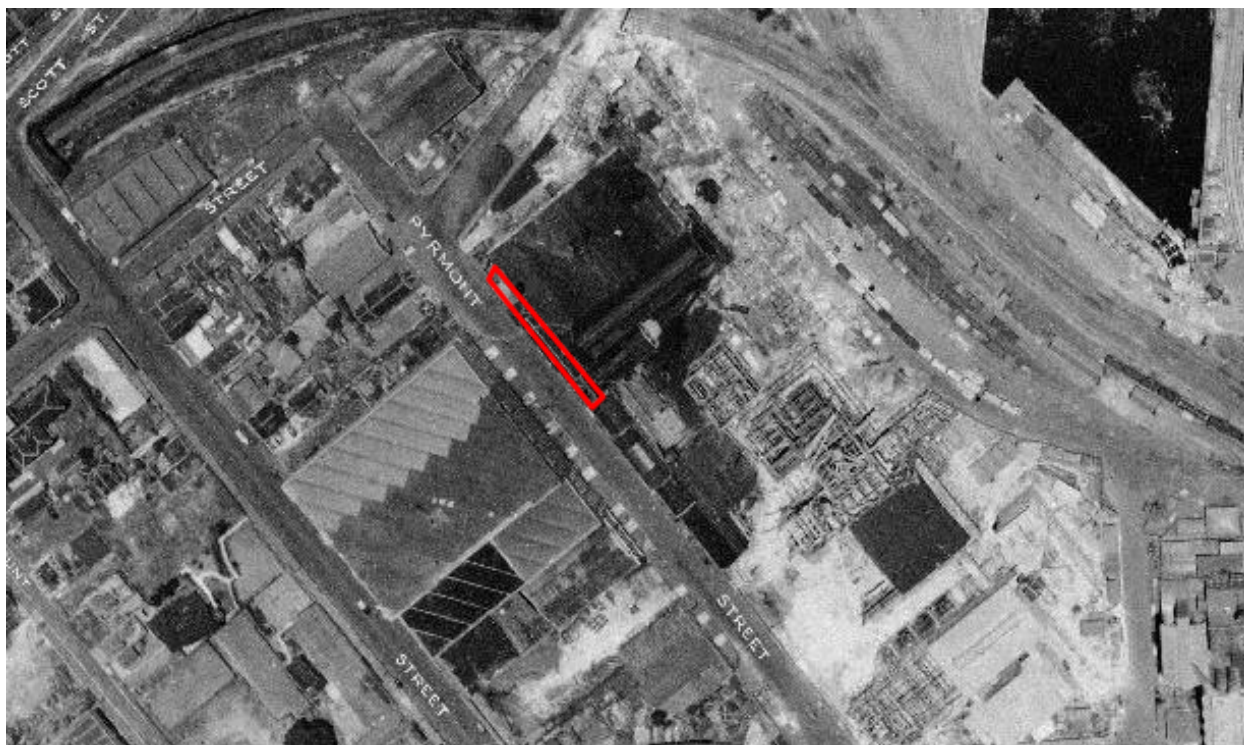
Source: NSCA CRS/51/2231

Figure 28 - 1943. Aerial imagery showing the state of the site (approximate extents of subject site outlined red).



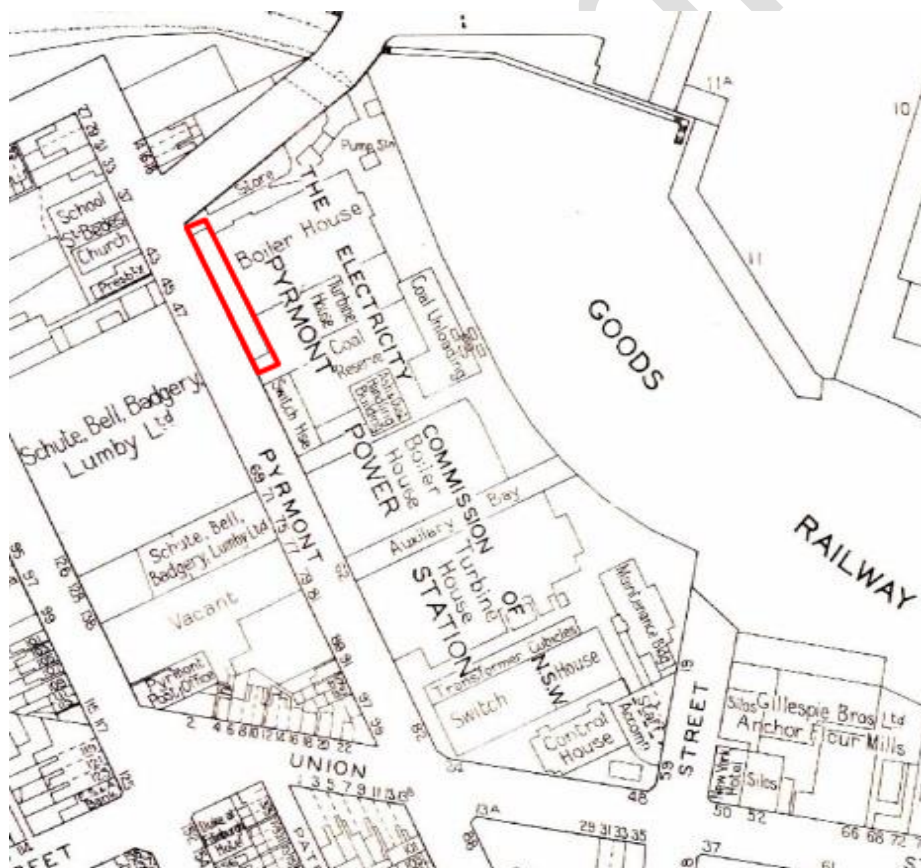
Source: Six Maps

Figure 29 - 1949. Aerial imagery showing the state of the site (approximate extents of subject site outlined red).



Source: City of Sydney Historical Atlas – Aerial Survey of the City of Sydney.

Figure 30 - 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 31 - C1970. Looking south east down Pymont 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

Figure 32 - c1990s. Western façade of the Pymont Power Station.



Source: City of Sydney archives SRC17548

3.3.6 The Star Casino Development

The Star now occupies the site of what was originally Pyrmont B power station. 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 (see Figure 25) and included the retention of The SELS building in the north west corner.

A full schedule and specification of works undertaken to The SELS building during the works to construct the casino is provided as an attachment. A summary of the works undertaken at this time include the following:

Externally:

- ◆ Removal of existing slate roofing (salvaged), instalment of new battens and sarking and reinstatement;
- ◆ Removal of colourbond metal roofing to tower and installation of new slate roofing together with battens and sarking;
- ◆ Reinstalment of stone parapet capping;
- ◆ Fixing new cooper gutters, rainwater heads and downpipes;
- ◆ Some new windows to street elevations;
- ◆ New interface and openings between casino and existing SELS building.

Internally:

- ◆ Internal refurbishment including repairing walls and ceiling finishes, joinery and glazing;
- ◆ New hydraulic lift;
- ◆ New reinforced concrete slab floor and stair to ground floor and new false floor to level 2;
- ◆ Refurbishment of existing toilets; and
- ◆ Various new partitions to separate office spaces.

A further significant refurbishment program to the Star building overall was undertaken in 2009. The refurbishment re-orientated the building towards Sydney Harbour and was completed in 2012; however, this did not involve any major works to The SELS building.

4 INTERPRETATION PLAN

This document has been prepared in order to ensure that the history of the place, including the now demolished Pyrmont Power Station in its entirety is properly documented, interpreted and displayed such that it can be appreciated by users of The Star and the public generally. The purpose of the following is to develop interpretive concepts for site specific interpretive media including built form interpretive devices. This interpretation strategy should be read in conjunction with the plans for the redevelopment of the larger site.

4.1 STAKEHOLDER ENGAGEMENT

It is intended that the development and implementation of this Interpretation Strategy and the subsequent Interpretation Plan will be undertaken with input from the City of Sydney Council.

4.2 AUDIENCE PROFILE

Interpretation aims to reveal meanings and connections. To effectively achieve this, interpretation is predicated on identifying audiences and using appropriate media. It is important to identify specific audiences so that interpretation responds to audience needs and motivations and also takes into consideration literacy levels, disability, gender, ethnicity and age. Accessible interpretation of heritage themes and values will ensure that the heritage significance and values of the site are appreciated by the wider community.

The site generally is one of Sydney's major leisure precincts. Further The SELS building itself has both administrative and retail uses. Accordingly, the project site (The SELS building) will host a number of audience groups which may fall into the following categories:

- Patrons of The Star (international, interstate and metropolitan visitors);
- Employees of The Star, particularly back of house employees directly involved in the administrative functions of The SELS;
- General public, workers and residents of nearby suburbs;
- Special interest groups such as heritage and architecture enthusiasts, those interested in the function of the former power station and learning audiences generally; and
- Commuters (pedestrian).

4.3 RESOURCES

Various resources are available to inform detailed development of the interpretation of the site, including the physical remains of the site (the three storey brick building), existing interpretation (engineering marker on the eastern façade), historical records, published histories, oral histories, potential family histories and reports.

No groups have been identified which have a strong identifiable personal association with the site. However, the potential for associations to arise during the development of the Interpretation Plan is recognised.

4.4 INTERPRETIVE THEMES AND NARRATIVES

4.4.1 Historic Themes

The below interpretive themes have been based on the comprehensive history set out in the Conservation Management Plan for The SELS building by Urbis in 2017. A summary of the relevant history has been set out in the section above.

The Australian Heritage Commission has identified a range of historical themes which are common across all states and territories. The NSW Heritage Council has also identified correlating state themes.

Historical themes can be used to understand the context of a place, including the influences which have shaped that place over time. The table below lists the relevant historic themes from both the Australian Heritage Commission and the NSW Heritage Council as applicable to the subject site.

Historical Theme	NSW Theme	Local Theme	Example
3. Developing local, regional and national economies	Technology	Activities and processes associated with the knowledge or use of mechanical arts and applied sciences.	The SELS building is significant as the only remnant of the original Pyrmont Power Station complex which provided electrical power to light the first electric street lights throughout Sydney. The site has a long period of occupation and expansion as a Power Station, between the time period 1904-1983.
5. Working	Labour	Activities associated with work practices and organised and unorganised labour.	The SELS building was built to house engineers, clerks, and draftsmen, who worked at the power station. Further, it housed a testing laboratory, storage battery and a substation for the supply of low tension current to the Power House and neighbourhood.
7. Governing	Government & administration	Activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs – includes both principled and corrupt activities.	In 1896, the New South Wales Legislative Council passed the <i>Sydney Municipal Council's Electric Lighting Bill</i> 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.

4.4.2 Theme 1 – Pyrmont Power Station

Identification of the phases of development associated with the Power Station generally.

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. The official opening ceremony of the station, by Lord Mayor Lees, took place on the evening of 8 July 1904 and included illumination of 343 of the city's first electric street lights, supplying an area

from Redfern Railway Station north to Circular Quay, and east to west from Hyde Park to Darling Harbour. 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.

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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.

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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.

4.4.3 Theme 2 – Lighting Sydney

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.

The official opening ceremony of the station, by Lord Mayor Lees, took place on the evening of 8 July 1904 and included illumination of 343 of the city's first electric street lights, supplying an area from Redfern Railway Station north to Circular Quay, and east to west from Hyde Park to Darling Harbour. Twenty-eight miles of underground cable carried power to the sub-stations through the city.

4.4.4 Theme 3 – The SELS Building

As the only fabric remnant from the Power Station and with consideration for the identified significance of the site, there is an opportunity to interpret The SELS building specifically. The interpretation should principally highlight the principal forms of the building, identified detailing and its relationship to the now demolished Pyrmont Power Station. It should interpret the history, uses and significance of the building in the context of the now demolished power station generally.

The SELS was designed and constructed by Mr R.H.Broderick (City Building Surveyor) and his assistant Mr J.H.Merriman (Chief Architectural Draughtsman).

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. The first (southern) section was constructed in 1904. The external walls of the office block were constructed in brickwork, with a rock-faced free-stone base course. The earlier section of the building is evident from the street in the quality of the detailing.

Construction of the northern portion began in 1920. 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.

4.5 RECOMMENDATIONS FOR LOCATION AND INTERPRETIVE DEVICES

This strategy report forms part of staged delivery and implementation of interpretation at the site. This strategy is provided for the purpose of conceptualising the vision for 'interpretation' and will form part of the brief for the development of detailed interpretation devices. The below outlines recommended interpretation devices for the site, with detailed design and locations for interpretation. The interpretation is informed by the historical analysis and assessment of significance of the site.

Key principles for developing interpretation of the site include the following:

- Ensure that interpretation is integrated into the detailed design of the place – interpretation should be a collaborative exercise, involving project and landscape architects and other relevant technical advisers in developing detailed interpretation design briefs;
- Ensure that interpretation is engaging to identified audiences;
- Interpretation should be integrated into the overall site planning and management of the site, including planning for the continued maintenance and review of interpretive media;
- Interpretation should be undertaken in accordance with the relevant heritage guidelines and best practice “ingredients” for interpretation and consent requirements;
- Interpretation should consider extant interpretation on the site and in the area generally (e.g. the extant engineering marker on the eastern façade and the Darling Island interpretation signage on the foreshore/to the east of The Star);
- Interpretation should not be visually or otherwise intrusive and should permit the audience to discover and interact or engage with the interpretation over time and on various levels;
- Interpretation should be contemporary and allow for technological innovation, including social and multimedia where appropriate; and
- Development of interpretation should be collaborative and undertaken in consultation with the relevant Stakeholders, the Consultant Teams and Consent Authorities, incorporating stakeholder engagement as set out in Section 4.1.

4.5.1 Interpretation in the Built Form

Interpretation in the built form refers to the treatment of the built form (being existing and adaptively reused buildings, new structures and streetscape elements) to interpret the sites significant values. A built form interpretive strategy is generally a more subtle response which emphasises and compliments the more overt interpretive media. Built form interpretation can be used to interpret specific events, uses, former structures and subdivision patterns as well as cultural uses and activities including Aboriginal narratives.

Opportunities for integrated interpretation should be a key consideration in the detailed design of Interpretation briefs and in the detailed design of the ground plane and public areas. Interpretation should be informed by the identified significant values of the site. Built form interpretation takes a wide variety of forms and may include any or all of the following:

- Text and graphic representations of significant site aspects and narratives in surfaces and finishes, e.g. ground inlays, wall surfaces, street furniture, façade treatments etc;
- Landscape design that references the sites natural and indigenous values;
- Interpretation of previous structures; and
- Associated signage and historic markers.

Figure 33 – Sample built form interpretation.



Picture 35 – The layout of the gardens interprets the former tanks on the Ballast point park site

Source: Urbis



Picture 36 – Circular Quay footpath markers indicating the position of the Sydney harbour shoreline in 1788.

4.5.2 Signage, Written and Electronic Media

Contemporary interpretation methods and materials are encouraged. Interpretive signage can take a variety of different forms and may feature text, images, drawings or digitally rendered images and may also incorporate object display and/or interactive media. Signage is particularly useful to interpret specific significant sites and values but should form part of the overall integrated response. Materials for signage can vary extensively and may be specific to a place evoking the significant values being interpreted. Signage may be permanent/ fixed or temporary, with temporary signage being particularly appropriate for hoardings during building works or during temporary programs.

In addition to passive and built form interpretive methods developed, it is recommended that further interpretation at The SELS take the form of signage (plaques), graphic, electronic and written media as outlined below.

Specific text and media are subject to further development and consultation. A selection of graphics for potential use in interpretation has been provided in section 4.7.2 below. A detailed history is available in the Conservation Management Plan. A summary history has been provided in the section above.

Signage must be designed with regard to durability, installation and maintenance while location of signage should consider pedestrian traffic, accessibility, presentation, historical accuracy/ relevance and compatibility with the proposed development. Signage should not be visually or otherwise intrusive.

Materials for panels are to be designed in the later stages in conjunction with relevant members of the project team and external stakeholders.

It is preferable that signage be free standing. There is an opportunity to do achieve this by incorporating it into the design of the plaza to the north of the SELS. Where it is necessary, signage fixed to original fabric should be attached where it can be demonstrated to be reversible and not damage any significant finishes.

Figure 34 – Sample panels.



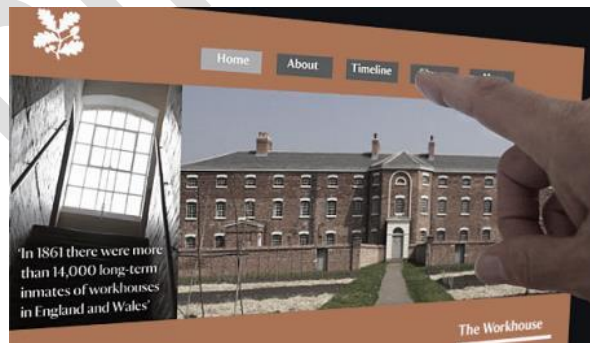
Picture 37 – Interpretation panel at Cumberland Street Sydney.



Picture 38 – Foyer signage integrating existing directory at Rockpool Bar and Grill Sydney.



Picture 39 – Interpretation panel at the former paramount pictures office Sydney.



Picture 40 – Interactive interpretation at the workhouse UK.



Picture 41 – Interpretation panels inset into seating at Beare Park, Elizabeth Bay.



Picture 42 – Interpretation panels inset into seating at Beare Park, Elizabeth Bay.

4.6 INCLUSION OF HISTORIC INFORMATION ON THE STAR WEBSITE

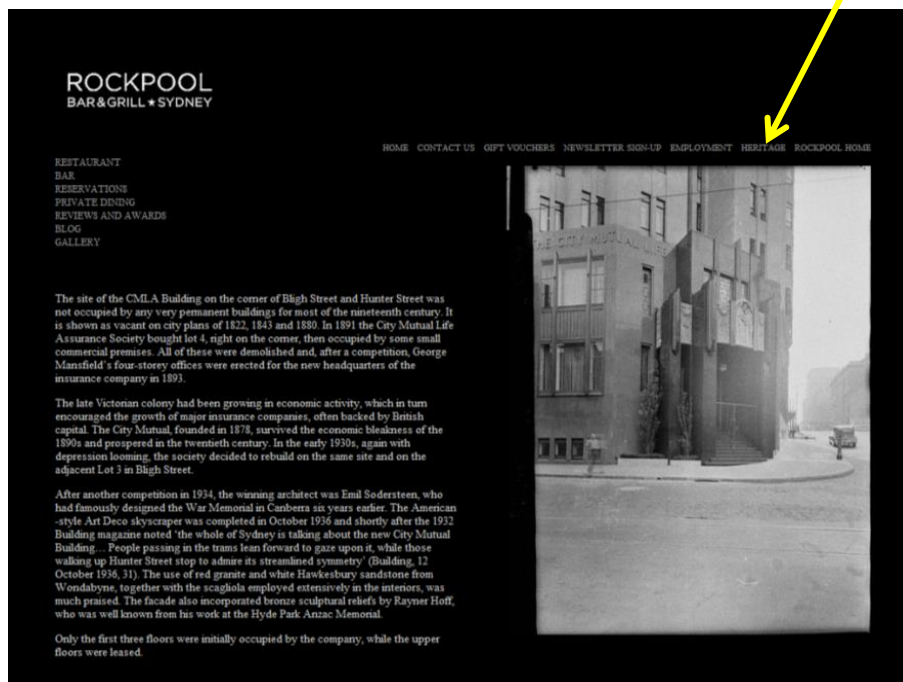
Interpretation of the site should also consider opportunities for published materials and multimedia. This may involve a variety of media including print and electronic publications, video, soundscape or film productions and internet or digital media (e.g. phone applications), with the intent of making the information more readily accessible to a broader public audience through a broader variety of channels.

Figure 35 – Sample interpretation provided on the Rockpool Bar and Grill website.



Source - Heritage interpretation link (Urbis previously undertook an interpretation strategy for the site and advised on website content and graphics)

Figure 36 – Main page on the Rockpool Bar and Grill website with Heritage link indicated.



Source - Heritage interpretation link (Urbis previously undertook an interpretation strategy for the site and advised on website content and graphics)

4.7 OPPORTUNITIES FOR INTERPRETATION

The following opportunities for interpretation have been noted, and are subject to detailed design development in conjunction with project architects, FJMT and DWP Suters, and project landscape architects, Urbis Design.

Opportunities for interpretation include:

- Incorporation of interpretation on the ground plane or as freestanding/façade signage in the external public area to the north of The SELS (**location A – refer Figure 37**). This area represents the best opportunity for public access to the interpretation. There may be an opportunity to inset interpretation panels into the proposed retaining sandstone retaining wall/bench as shown in the precedent images (refer Figure 34 – Pictures 39 and 40). Further, it is considered that interpretation in this area could include information about the history of The SELS in the broader context of the former Pyrmont Power Station. Early photographs and an original plan of Pyrmont Power Station may be included in order to further aid in the interpretation of the former state of the site;
- A modest historic marker could be installed to the western façade under the “Municipal Council of Sydney” signage (**location B - refer Figure 37**) to briefly explain the significance of the building for the benefit of the general public/commuters;
- Signage could be included which interprets the construction and the continuing use of The SELS. Interpretation of the original functions of The SELS building could be incorporated in panels installed in the ground floor VIP Lounge (**location C - refer Figure 37**). This space is one of only two internal spaces which will be publicly accessible, the other being the existing retail space to the northern end. The original function of that space, being the Clerks office should specifically be included.
- Passive built form interpretation including holistic retention of the building, retention of the existing engineering marker to the eastern façade, retention of the “Municipal Council of Sydney” signage on the western façade and continued distinction between the originally internal/external sections of the eastern façade (currently distinguished by the contrast between the painted render and the face brick return of the northern façade); and
- Inclusion of historic information on The Star website (“About” dropdown – “Our Community” Section). This enables access to a broader audience and in greater detail than that provided by the plaques and interpretive

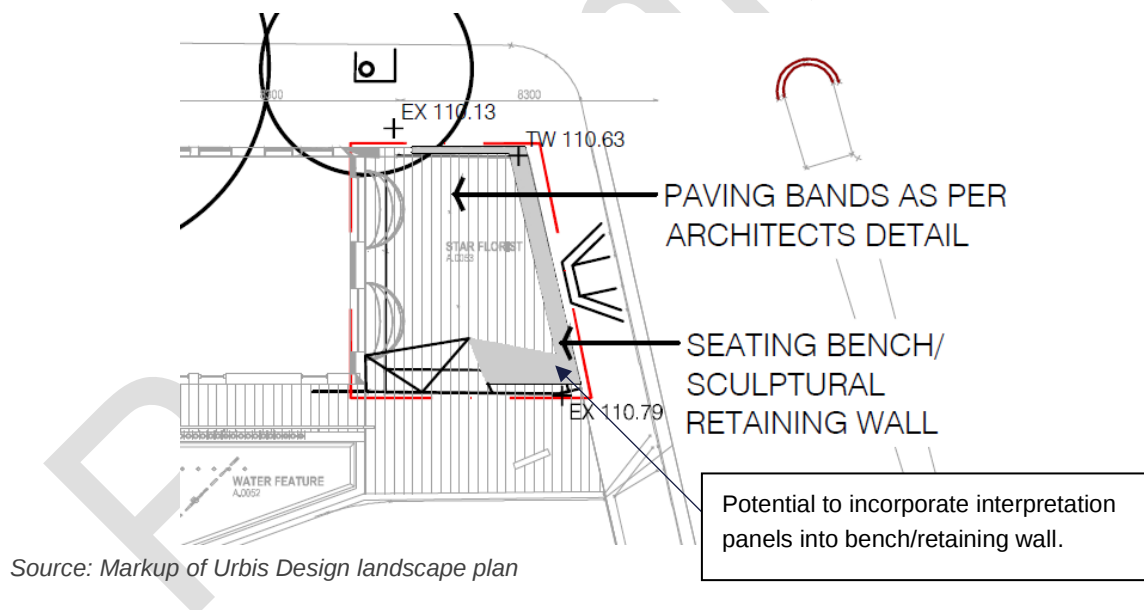
displays on the site. This should outline the historical development of the Pyrmont Power Station generally and there is an opportunity to detail the move of The Star from its original location as the Sydney Harbour Casino. It is proposed to include historical information and images on a link from the main webpage as well as providing reference to relevant links such as the Dictionary of Sydney – Islands of Sydney Harbour web page¹⁵ to provide a broader historic context.

4.7.1 Signage

Figure 37 – Areas in and around The SELS Building proposed as the location for interpretation devices.



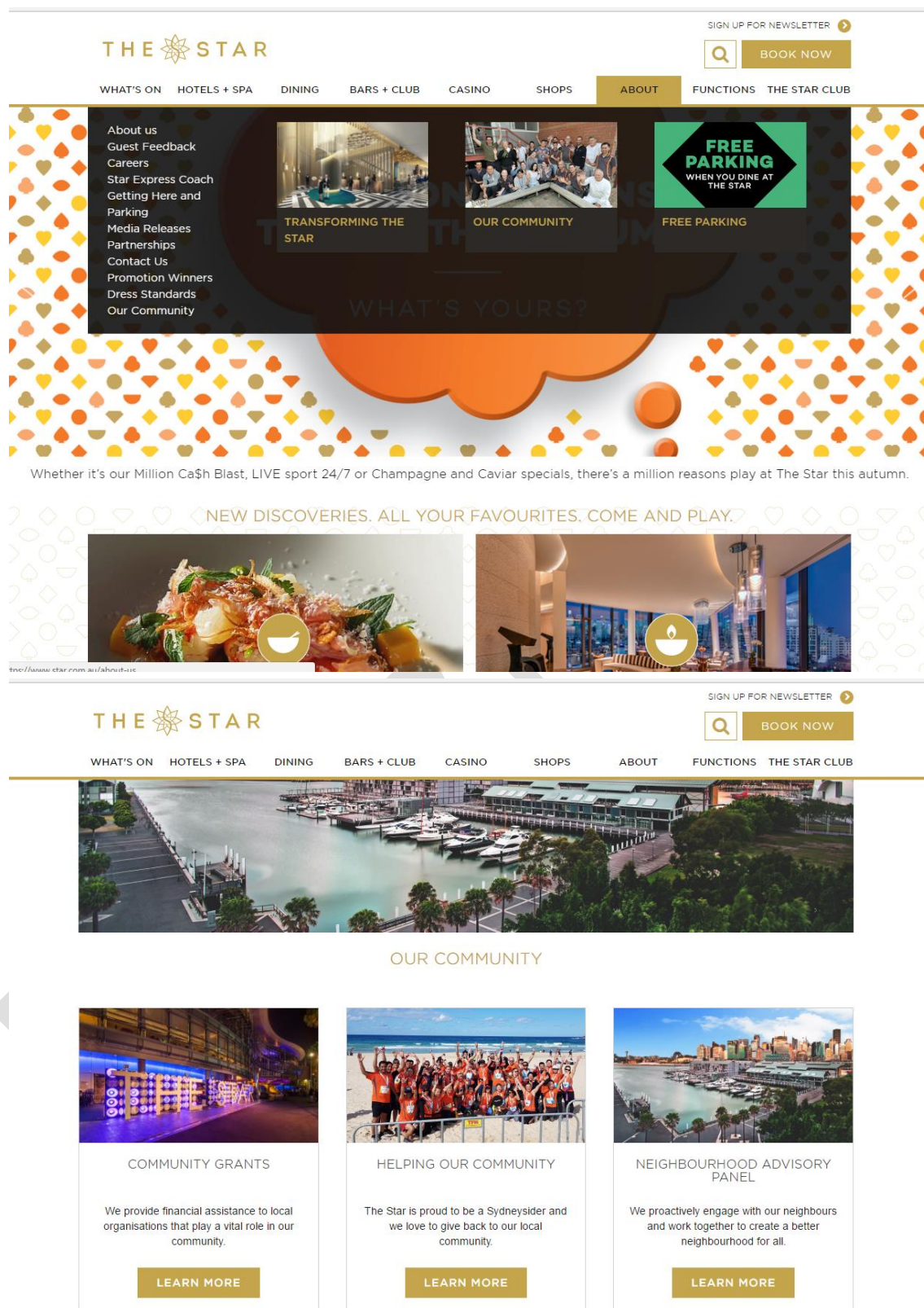
Figure 38 – Public plaza space to the north of The SELS (location A).



¹⁵ http://dictionaryofsydney.org/entry/islands_of_sydney_harbour

4.7.2 Inclusion on Website

Figure 39 – Screenshots from The Star website – “About” dropdown – “Our Community” Section.

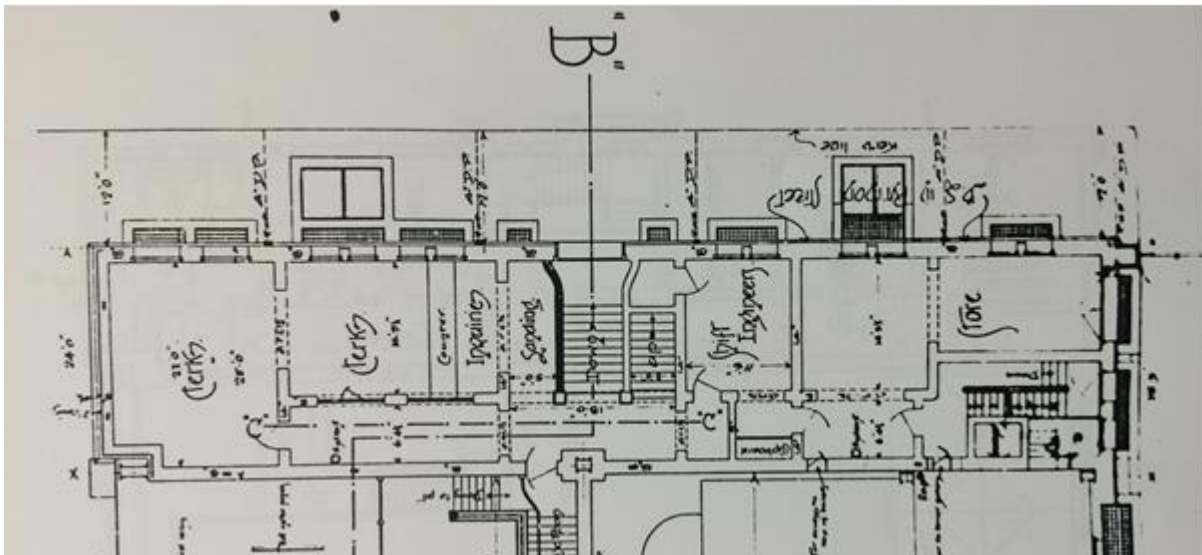


Source: <https://www.star.com.au/>

4.8 SAMPLE GRAPHICS FOR INCLUSION IN INTERPRETATION

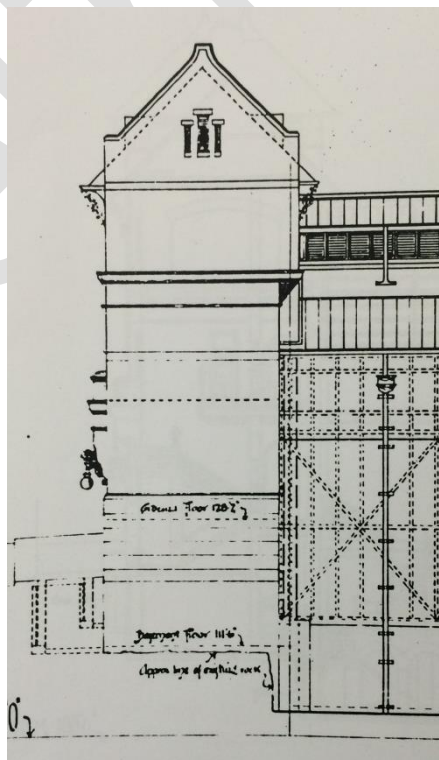
Panels and website interpretation should variously incorporate a selection of the following images and or plans with the corresponding dates and references shown, demonstrating a timeline of the history at the site. Use of images is subject to obtaining copyright and reproduction permissions. Graphic content is subject to further research and it is likely that additional images will be incorporated in the subsequent Interpretation Plan.

Figure 40 - c1903. Plan of the original section of the building.



Source: State Records item D/3 series 01/01/1903 to 01/01/1906.

Figure 41 - c1903 Original Southern elevation of the building showing the abutting building to the rear (east).



Source: State Records item D/3 series 01/01/1903 to 01/01/1906.

Figure 42 – c1905. Northern extent of the original 1904 section of the Sydney Electric Lighting Station" Powerhouse – Pyrmont



Source: State Library of New South Wales.

Figure 43 – 1920. A view of work in progress shows the construction of the extension to the Boilerhouse. The eastern façade of The SELS building is visible.



Picture 43 – October 1920. View towards the western façade.

Source: CRS 51/4075



Picture 44 - September 1921.

Source: CRS 51/4150

Figure 44 - 1922. Showing 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 45 - November 1922.

Source: NSCA CRS/51/2231

5 CONCLUSION AND RECOMMENDATIONS

This Heritage Interpretation Strategy will accompany a proposal to modify the Part 3A Project Approval (MP08_0098) for The Star Sydney (The Star) under section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This interpretation document considers only multimedia devices and on site interpretation in the vicinity of the former offices of the Sydney Electric Lighting Station building (hereafter The SELS) in the north west corner of the site (refer Figure 1). It has been prepared in order to ensure that the history of the Pyrmont Power Station (now demolished except for The SELS) is properly documented, interpreted and displayed such that it can be appreciated by users of The Star and the public.

This interpretation strategy forms part of staged development of interpretation devices at the site and identifies potential themes, media and location of signage. The locations have been identified with regard for the anticipated audience. The strategy recommends interpretive devices including the following;

- Built form interpretation;
- Signage and historic markers; and
- Online publications.

Not all devices identified herein are required to be implemented. Further, all proposed locations are subject to consultation with the project team. Notwithstanding, as identified in this report, interpretation devices should be concentrated in the most publicly accessible areas including the open space immediately to the north of the building. It should also take advantage of the introduction of client services (VIP Lounge) to the southern end of the building to communicate the original functions of that space and the building generally.

This Interpretation Strategy will be reviewed following approval of the proposal to modify the Part 3A Project Approval (MP08_0098). An Interpretation Plan will be developed in conjunction with the approved site plans which would involve developing content and detailed briefs for specific interpretation media in consultation with relevant members of the project team and external stakeholders.

THE  STAR

Preliminary

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