

Reference: 26.116r01v02

8 May 2026

Foundation Theatres
PO Box K221
Haymarket NSW 1240

Attention: Stephen Sablatnig, Head of Property Development

**Re: Foundation Theatres New Live Entertainment Venue
Traffic Impact Statement**

Dear Stephen,

TRAFFIX has been commissioned to assess the traffic impacts in support of internal modifications to The Star Casino property at 20-80 Pyrmont Street, Sydney to provide a new live entertainment venue for Foundation Theatres within an existing unused area on Level 03. The subject site is located within the Council of the City of Sydney Local Government Area and has been assessed under that Council's controls.

This statement documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately. The proposed development is considered minor and as such, will not require referral to Transport for NSW (TfNSW) under the provisions of State Environmental Planning Policy (Transport and Infrastructure) 2021.

➤ Site and Location

The subject property known as The Star Casino at 20-80 Pyrmont Street, Pyrmont with the site being located on the Pirrama Road frontage on Level 03 of the Star Casino.

Vehicular access to The Star is provided as follows:

- Main Vehicular Access provided from Pirrama Road with a signalised intersection (includes entry to the main loading dock, entry and exit for the main car park);
- Separate entry and exit driveways for access to a porte-cochere along the Pirrama Road frontage;
- Service vehicle exit on to Pirrama Road north of intersection with Jones Bay Road;
- Entry to main porte-cochere from Jones Bay Road;
- Two loading dock accesses along Jones Bay Road;
- Exit from porte-cochere on to Pyrmont Street;
- Access to loading docks from Edward Street; and
- Car park entry and exit from Edward Street.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.



Figure 1: Location Plan



Figure 2: Site Plan

➤ Road Hierarchy

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- **Western Distributor:** a TfNSW Main Road (MR165) that traverses east-west between the Bradfield Highway in the east and Victoria Road in the west. Within the vicinity of the site, it is subject to 60km/h speed zoning and generally accommodates three (3) lanes of traffic in each direction. Western Distributor does not permit kerbside parking.
- **Pymont Bridge Road:** a TfNSW Main Road (MR 523) that traverses east-west between Union Street in the east and Bridge Road in the west (classified between Harris Street and Bridge Road). Within the vicinity of the site Pymont Bridge Road generally provides two lanes of traffic in each direction with a speed zoning of 40km/h and no parking provided along either kerbside.
- **Pirrama Road:** a local road that traverses north-south between Harris Street in the north and Murray Street in the south. It is subject to 50km/h speed zoning and generally accommodates one (1) lane of traffic in both directions. Within the vicinity of the site, Railway Terrace permits time restricted on-street parking along the southern side of the road as well as dedicated bus parking only.
- **Pymont Street:** a local road that traverses north-south between Point Street in the north and a cul-de-sac south of its intersection with Quarry street. It is subject to 40km/h speed zoning and accommodates one (1) lane of traffic in both directions. Within the vicinity of the site, Pymont Street permits time restricted on-street parking along both kerbsides.
- **Union Street:** a local road that traverses east-west between Murrumbidgee Street in the east and Harris in the west. Within the vicinity of the site, it is subject to a 40km/h speed zoning and generally accommodates one (1) lanes of traffic in each direction. Within the vicinity of the site, Union Street permits time restricted on-street parking along both kerbsides.
- **Edward Street:** a local road that traverses north-south between a cul-de-sac in the north and Pymont Bridge Road in the south. Within the vicinity of the site, it is subject to a 40km/h speed zoning and generally accommodates one (1) lanes of traffic in each direction. Within the vicinity of the site, Edward Street permits time restricted on-street parking along both kerbsides.

It can be seen from **Figure 3** that the site is conveniently located with respect to the main arterial road serving the region, being the Western Distributor. As such, traffic can effectively be distributed onto the wider road network, minimising traffic impacts.

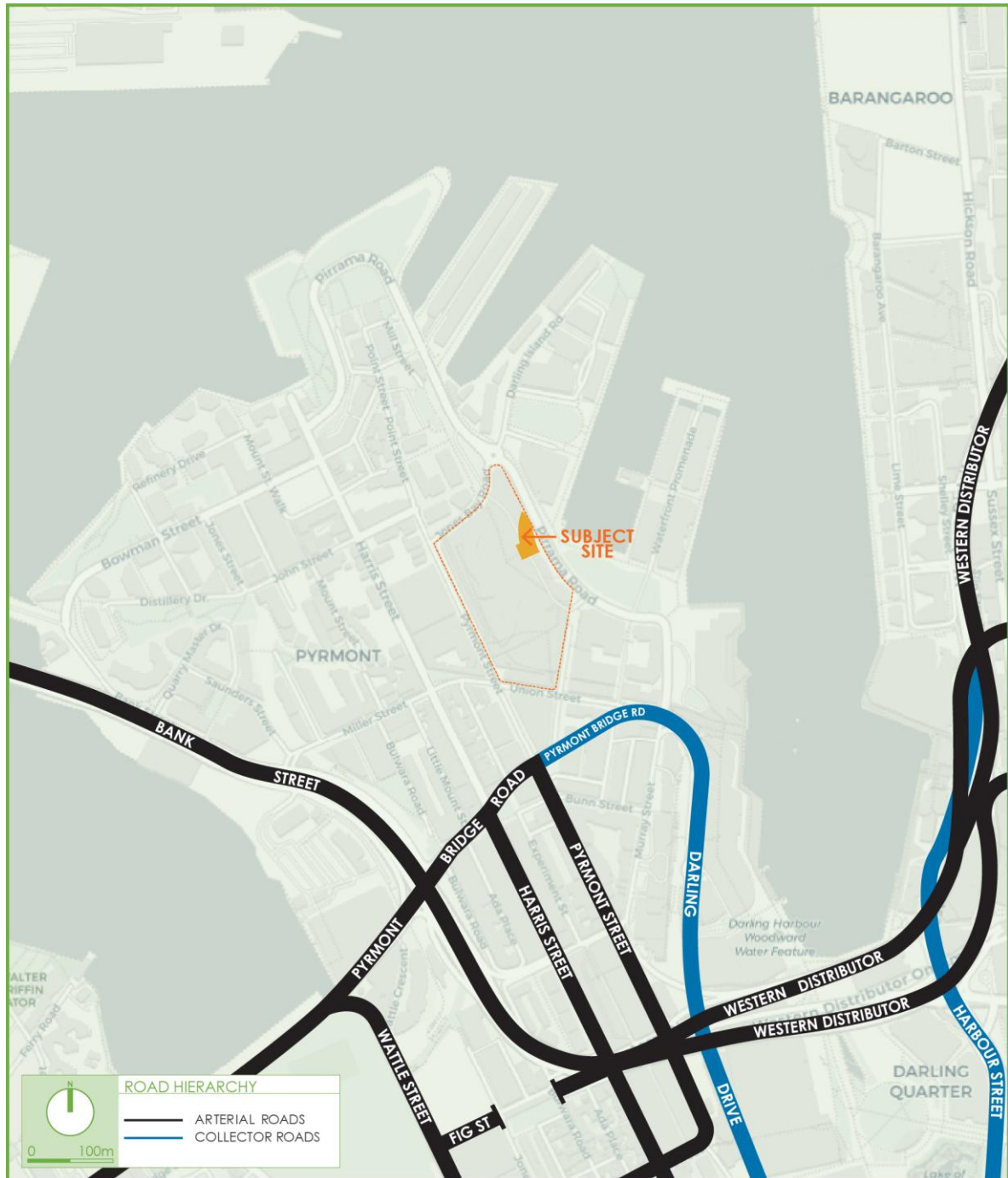


Figure 3: Road Hierarchy

➤ Public Transport

The subject site is within proximity of various public transport services operating in the locality as presented in **Figure 4** and summarised as follows:

Light Rail Services

The site is situated within 800 metres of several Light Rail Station including The Star light rail stop within the development, which provides the access to the L1 Dulwich Hill Line services. These services provide connections to Central Railway Station, Haymarket, Leichhardt and Dulwich Hill.

Bus Services

The site is also situated within the vicinity of several bus stops on Harris Street and Pirrama Road, which provide access to regular bus services along the following routes:

- 389 – Bondi Junction to Pyrmont
- 501 – Parramatta to Central Pitt St

Future Sydney Metro Services

The site is also situated within the vicinity of a future Sydney Metro station which will be known as Pyrmont Metro Station once completed providing access to services along the Sydney Metro West line. This line will provide direct connections to the Sydney CBD, Parramatta and Sydney Olympic Park

Ferry Services

The site is also situated within the vicinity of several ferry wharfs, including the Pyrmont Bay Wharf, which provide access to regular services on the F4 Pyrmont Bay line which connects with centres such as Barangaroo, Circular Quay, Balmain and Milsons Point.

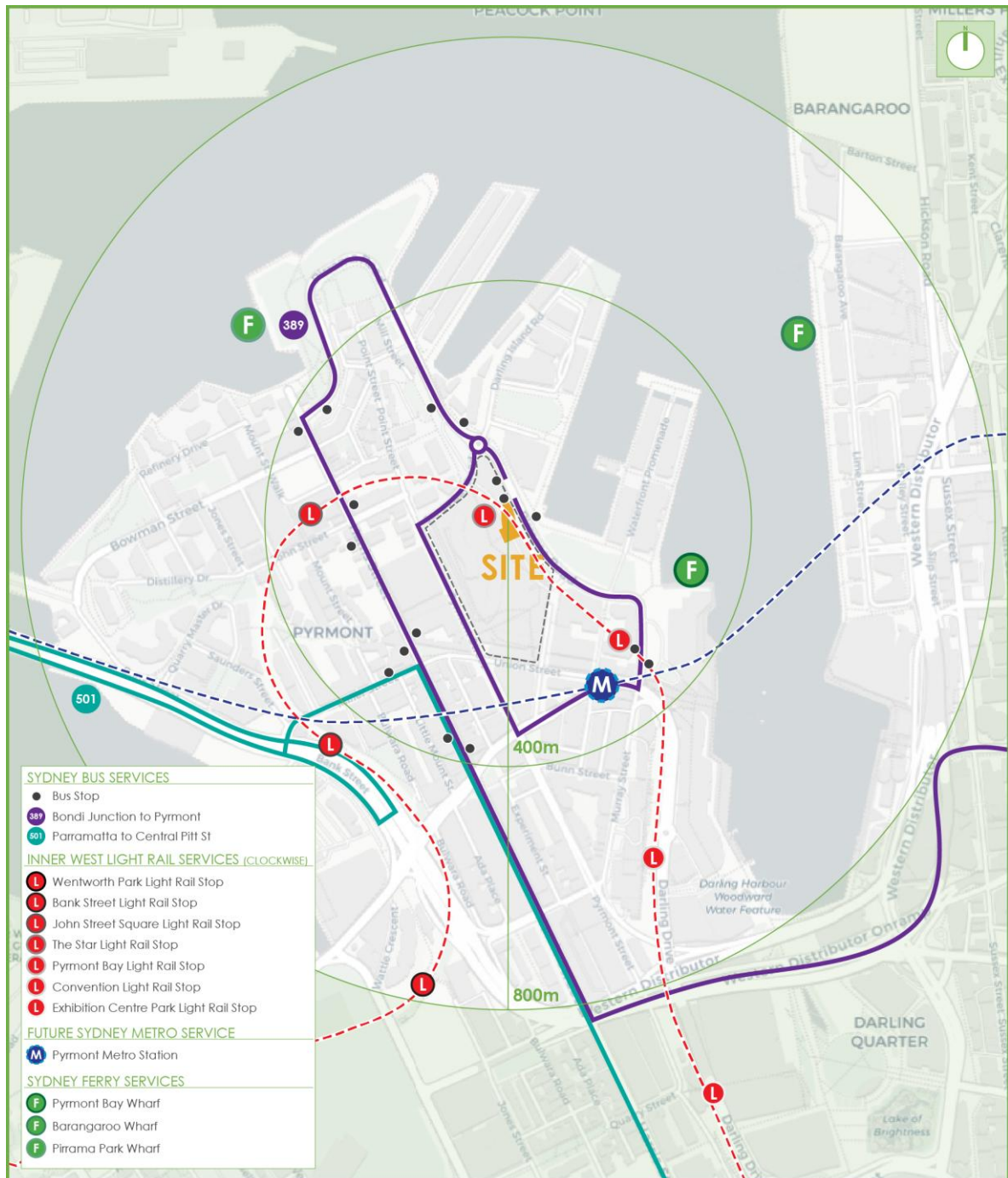


Figure 4: Public Transport

➤ Description of Proposed Development

A full description of the proposed development can be found in the SEE, prepared separately. In summary, the development for which approval is sought comprises the following components:

- Conversion of the existing storage room to a performance space accommodating 415 patrons and 50 staff.
- No change to the existing parking provision or servicing arrangements is proposed as part of this application.

Reference should be made to the plans submitted separately to Council that are presented at a reduced scale in **Attachment 1**.

➤ Parking Requirements

Car Parking

The City of Sydney Local Environmental Plan 2012 (LEP) applies to the subject site which states the maximum parking rates for entertainment venues. The greater of the two rates is used to determine the *maximum* parking provision which is summarised in **Table 1** below:

Table 1 – LEP Maximum Car Parking Rate and Provisions

Type	Seats/Area	LEP Maximum Car Parking Rate	Permissible Parking
Entertainment Facility	415 seats	1 space per 10 seats; or	41.5 (42)
	1,427m ² GFA	1 space per 30m ² GFA used for this purpose	47.5 (48)
Totals			42-48

It can be seen from **Table 1** that the proposed development is permitted to provide a maximum of 42-48 car parking spaces. In response, the development will provide no additional car parking. This is considered acceptable for the following reasons:

- The approved MUEF redevelopment reduced the patron capacity of the existing venue from 4,000 patrons to 2,550 patrons. Subsequently the Foundry Theatre was approved with a capacity of 650 patrons in a standing arrangement. The proposed increase of an additional 415 is still less than the previously approved maximum of 4,000 patrons.
- The existing parking provision at The Star will ensure sufficient parking is available during performances.
- The well-connected site allows patrons a number of public transport options to access the development.

Therefore, the existing parking provision is expected to accommodate the proposed development and no additional parking is required on site.

Accessible Parking

No changes to the existing parking provision are proposed as part of this application and therefore no change to the existing accessible parking provision is required.

Bicycle Parking

The reduced capacity of the overall entertainment venues on site will therefore not require additional bicycle parking.

Motorcycle Parking

The parking provision will remain unchanged as part of this application and therefore no change to the motorcycle parking provision results as part of this application.

Loading and Refuse Collection

The development proposes to retain all loading and refuse collection arrangements, which is considered acceptable given the nature and scale of the proposal. The venue will have direct access to the Pirrama Road internal loading area via a service lift.

➤ Traffic Generation

The development maintains an overall reduction in patrons and staff as part of the modifications to the entertainment venues at the site. Therefore, the current traffic volumes are expected to be similar or even reduced as a result of the proposed development. In addition, as the venue will continue to operate outside of the network peak periods the proposed development will have minimal impact on surrounding streets during the critical weekday peaks in the morning and evening. As such, the expected traffic impacts of the proposed development are considered acceptable and supportable from a traffic planning perspective.

➤ Access and Internal Design**Vehicular Access**

As no change to the existing car parking and service arrangements are proposed as part of this application, an assessment of the vehicular access is not required for this application.

Internal Design

As there are no changes to the internal parking and servicing areas as part of this application no further assessment of these aspects is required as part of this application.

➤ Conclusion

On the basis of the above, the proposed alterations and additions to The Star at 80 Pyrmont Road, Pyrmont, in our view is considered supportable.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

Traffix



Hayden Dimitrovski
Senior Engineer

Encl: Attachment 1 – Reduced Plans

ATTACHMENT 1

Reduced Plans

