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Addendum to Section 8.1 of Urbis CPTED Assessment – 10 August 2009

In June 2008, Urbis prepared a Crime Prevention through Environmental Design (CPTED) report for Star City Casino to assess the safety impacts of the proposed redevelopment to the existing Star City Casino complex in Pyrmont.

This addendum supplements Section 8.1 of the report which provided a detailed safer by design assessment of the Pirrama Road porte cochere. The initial comment made is detailed below:

> *The porte cochere on Pirrama Road provides a number of positive features including encouragement for vehicles to slow down at entry/exit, thus potentially assisting pedestrian safety. The entry itself will be more accessible (from Pirrama Road) than currently by pedestrians, while access to the upper levels of the Casino and retail arcade will be more clearly defined.*
>
> *However, there is also potential for conflict among the number of uses envisaged at the entry point, which will need to be carefully managed. These include (potentially) pedestrians making authorized or unauthorized crossings of Pirrama Road (following desire lines) from Pyrmont Bay toward the entrance; pedestrians crossing at the corner of Jones Bay Street and Pirrama Road and pedestrians crossing near the corner of Edward Street and Pirrama Road. At the entrance, there is potential for conflict where there are distractions (eg the Sound and Light Show, celebrities arriving) or lack of clarity in 'path-finding'. While many of these potential conflicts can be mitigated, there will be a measure of responsibility upon the 'traffic control' personnel in this area to marshall vehicles and pedestrians, particularly at peak times.*

Modifications to Approved Plans

Modifications have been made to the Pirrama Road porte cochere area. The new proposal will:

- replace the previous twin porte cocheres with a single facility; and
- replace the water feature walls enclosing the interchange with a glass screen wall.

The proposed changes will see an overall improvement in the safety and amenity of the porte cochere drop-off point and transport interchange by reducing potential pedestrian/vehicular conflict. The transparent screen will better integrate the porte cochere area with the bus interchange and light rail corridor by creating clear sightlines and promoting greater natural surveillance. It will also improve legibility of the area as a transport hub and improve pedestrian movement between the uses of the area. Good lighting for night use will be essential for maintaining view corridors between the porte cochere, bus interchange and light rail corridor.