



THE STAR MODIFICATION 13 URBAN CONTEXT REPORT

PREPARED FOR STAR
ENTERTAINMENT GROUP LIMITED
NOVEMBER 2018



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CONTENTS

1.0	INTRODUCTION	5
1.1	Purpose of this Urban Context Report.....	5
1.2	Scope of this Urban Context Report.....	5
1.3	Relationship to Other Reports.....	6
1.4	Project Overview: Modification 14 Improvements.....	7
1.5	Project Overview: Modification 13 Improvements	9
1.6	Urban Context Approach.....	11
1.7	Structure of this Report.....	11
2.0	PROJECT CONTEXT	13
2.1	Planning Context	13
2.2	Physical Context	19
2.3	Global Context	21
3.0	URBAN CONTEXT ANALYSIS	23
A	Landform & urban morphology: Understanding place and identity	25
A.1	A piece of Sydney's heritage.....	28
A.2	A site of two parts: Darling Harbour and Pyrmont.....	32
B	Access & arrival: The site as a destination	35
B.1	A significant city centre development site	39
B.2	A public transport node.....	43
C	Connectivity & wayfinding: The site and its contribution to visual experience	49
C.1	Integrated into the city's primary east-west pedestrian spine	52
C.2	A marker on the city's iconic foreshore pathway.....	54
D	Public realm & placemaking: The site as a celebration of place	57
D.1	A waterfront site in the emerging global waterfront precinct.....	60
D.2	A parkland setting	64
D.3	A city made of sandstone	66
E	Activation & destination appeal: The site as a participant in urban life	69
E.1	Part of Australia's premier international events and entertainment precinct	72
E.2	A Local destination.....	77
F	Architectural form: The site as an architectural marker	79
F.1	The city's global waterfront.....	82
F.2	A marker for Pyrmont.....	89

EXECUTIVE SUMMARY

PROJECT DESCRIPTION

The Star Entertainment Group Limited (SEGL) has commenced a five-year redevelopment journey to continue their investment in The Star as a landmark, exemplar, integrated resort. This proposed redevelopment will occur through the lodgement of two s75W modification applications to the original Major Project Approval (MP08_0098) with the Department of Planning and Environment (the Department).

MODIFICATION 14

Modification 14 (Mod 14) was determined in October 2017 and included approval for a range of upgrades to the existing site including the enclosure of the level 3 terrace to facilitate an expansion in gaming floor area and a new bar and restaurants, expansion of the level 3 pre-function space, changes to the Astral Hotel lobby and retail space, internal alterations to the SELS Building and upgrades to internal vertical transportation, services and infrastructure, such as the harbour heat rejection system. The modification also included the consolidation of approved plans to show all as-built works onsite and consolidation of existing development consents.

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

- Column strengthening from basement levels through to level 1 will provide for the proposed level 5 terrace;
- The upgraded Harbour Heat Rejection System will have enough capacity to provide for the improvements proposed under Mod.13;
- Improvement to the internal vertical transportation systems will allow for ease of travel for patrons throughout the existing site;
- Realignment and reconfiguration of the Jones Bay

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

- Relocation of taxis to the service road and the Star's commitment to upgrading the existing parking management system will improve ease of access to and from the site.

(Please refer to section "1.4 Project Overview: Modification 14 Improvements" on page 7 for a detailed outline of the works included within this project).

MODIFICATION 13

Mod 13 is a modification to the development as approved under MP08_0098, up to and including Mod 14 as described above. This forms the basis for both describing the scope of works and associated technical impact assessments.

Modification 13, proposes the development of a new Ritz-Carlton Hotel and Residential Tower in the northern portion of the site with associated podium treatment, as well as other transport, retail, food and beverage improvements across the site. It is Modification 13 that is the subject of this report. *(Please refer to section "1.5 Project Overview: Modification 13 Improvements" on page 9 for a detailed outline of the works included within this project).*

This Urban Context Report was prepared prior to the lodgement of both modification applications.

COMMITMENT TO DESIGN EXCELLENCE

In line with their commitment to achieving design excellence, and the Secretary's Environmental Assessment Requirements (SEARs), SEGL elected to undergo an alternative design excellence process for key development components of Modification 13 being the proposed tower and podium level treatments and extensions (as illustrated in figure xx below). A key outcome from the intended process is the validation of the scale and form of the tower and architectural expression of the tower and associated extension.

As part of this Design Excellence process, four architectural firms were invited to participate with three submissions received. A Design Review Panel (DRP) was established to evaluate the schemes against three key criteria being:

- Criteria 1 – Commercial and function requirements (fit for purpose);
- Criteria 2 – Architectural and urban design merit; and
- Criteria 3 – Buildability.

Key matters for consideration were identified for each criteria (*please refer to Appendix F: Design Excellence Report for more details*). This criteria and the matters for consideration were identified in response to the Design Excellence Objectives identified for the process including those identified in the Director General's Design Excellence Guidelines and Objectives. In relation to Urban Context this includes:

- To encourage flexibility within the urban design controls to allow for newer or unexpected solutions.

This Urban Context Report was prepared in advance of the Design Excellence Process and included as part of the Design Excellence Brief to provide a common point of reference for the architects as to what is considered the urban context of the site.

It was subsequently a requirement of the design excellence process, for both the architectural design teams and the Design Review Panel, to validate an appropriate building envelope in the first instance and then consider the merits of the proposed architectural responses. The design excellence process involved 2 stages, at the completion of which FJMT were announced as the preferred scheme.

UNDERSTANDING THE URBAN CONTEXT

In order to truly understand the urban context of a site, we must consider the complexity of cities in that they are not static entities, instead they are constantly changing in response to growth demands. In consideration of the strategic significance of The Star, as well as its location within Sydney's emerging 'global waterfront precinct', the approach to understanding the urban context of this project considered a number of interrelated elements including:

- a variety of scales - being strategic, precinct, local and site scales;
- different times - being the past, present and future context; and
- different themes - including movement, built form and land use.

This Urban Context Report considers the site in the context of each of these three elements and their interaction with one another, undertaking detailed investigations with the aim of identifying opportunities and challenges for the proposed project to respond to this context.

The outcome of these investigations are presented as a series of key directions for the site providing guidance in terms of overall site layout and access, building siting and massing, facades, articulation, setbacks and the overall height, bulk and scale of the development.

PROPOSED LOCATION OF THE HOTEL TOWER

The location and building envelope of the proposed hotel tower and ribbon was identified within the Design Excellence Brief provided to the architects, being at the northern end of The Star site (refer to figure xx below). The following sets out a summary of the primary drivers for SEGL identifying this location on site:

- **The need to achieve a commercial outcome** – The Star has entered into agreement with Ritz Carlton, as the expected operator, to deliver a hotel tower within a minimum number of rooms required. A building footprint and envelope of sufficient scale is required to accommodate this form of commercial development.
- **The need for business continuity** - there is a commercial imperative to ensure that existing business activities on-site are able to remain operational and with minimal disruption during any construction phase for the project.
- **Provision for public infrastructure** – there are two parts of the site that are required to accommodate both existing and future public infrastructure that should not be compromised by the proposed development.
- **Location of structural features** – there are various structural features on the site that will need to remain uncompromised by the proposed development.
- **Limited environmental impacts** – there is a requirement to ensure that any proposed development would deliver limited environmental impacts for surrounding properties. For a tower potential shadow/solar/view considerations are particularly relevant. In this context, the mostly northerly part of the site has been selected – enabling shadow impacts to be predominantly contained within The Star site itself.
- **Maximum building height** - this was established for the building based on consideration of the urban context and preliminary analysis of potential environmental impacts (SEPP65 solar access for nearby residential properties).

CONSIDERATION OF ENVIRONMENTAL IMPACTS

Notwithstanding the findings of the urban context report and preliminary analysis completed prior to the Design Excellence Process, the architectural design teams and DRP were required to consider appropriate scale and form of the both the tower and the ribbon in terms of the urban context.

Following selection of the preferred scheme prepared by FJMT, refined plans were presented to the DRP for endorsement. The DRP commended FJMT on the extent of design development that had progressed, delivering a refined design that reflected and positively built on the design intent of the FJMT Phase 2 competition scheme.

The intent to formally lodge Modification 13 in mid-2017 was acknowledged by the DRP. In advancing a formal submission, the DRP wished to advise the importance of the following matters being considered by the project team:

- **Urban context** – a clear demonstration of how the project relates to the planning for other nearby areas to the West of the traditional CBD, including for example Darling Harbour and the Bays Precinct (Fish Market Site and White Bay etc.). The changing character of both the Sydney CBD and areas to the West was acknowledged.
- **Community facility** – establishing clarity and a firm commitment from the Star Entertainment Group Limited about the intended range of activities and operating model for this important component of the site. This will ensure the intended community benefit will be achieved in the medium to long term.
- **Site linkages/legibility**– establishing clear pedestrian movement opportunities and visual linkages through the site from Jones Bay Road, noting the inherent constraints of the site with different levels.

The Architectural Design Statement, Landscape Design Statement and Visual Impact Assessment reports, prepared as part of this Mod 13 Application, present the final design outcome and provide a detailed assessment of the environmental impacts.

URBAN CONTEXT KEY DIRECTIONS SUMMARY

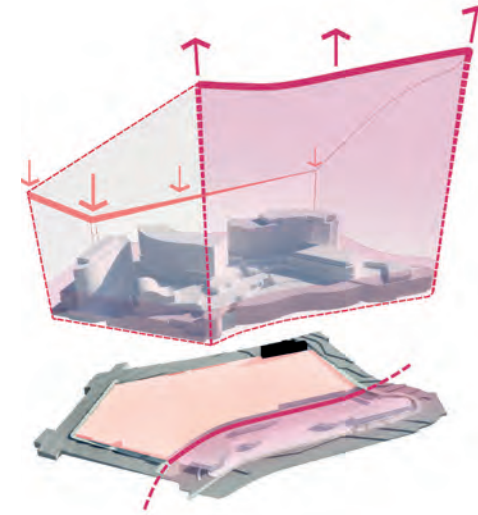
The following diagrams provide a summary of the key outcomes identified for the Modification 13 proposal for The Star as outlined within this document. Each direction responds to a specific observation in the urban context and provides guidance as to an appropriate design outcome for the site in consideration of the project brief.

1 A PIECE OF SYDNEY'S HERITAGE



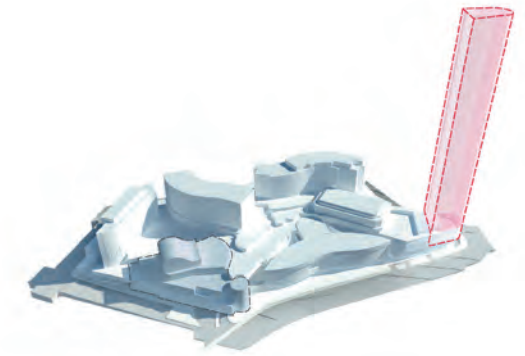
- Provide heritage interpretation of the SELS building.
- Accommodate additional development capacity by embracing the industrial-scale podium form of the historical Pyrmont Power Station.
- Re-establish the site visual presence within Sydney's skyline through tall slender tower forms to accommodate future development capacity and to create visual markers.

2 A SITE OF TWO PARTS



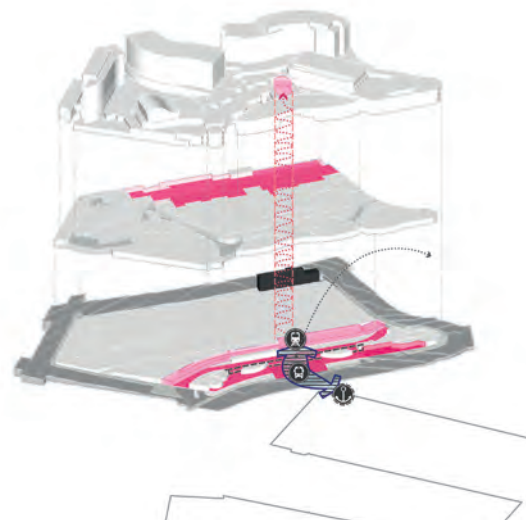
- Maintain a lower height built outcome along the Pyrmont Street frontage of the site in response to the nearby heritage context and existing SELS building.
- Embrace the opportunity to increase the scale of buildings along the Darling Harbour frontage to reflect the emerging global-city character of this locality and abundant amenity of the waterfront setting.
- Utilise sandstone as a building material on the base or podium levels of the development.

3 A SITE WITH SIGNIFICANT CAPACITY



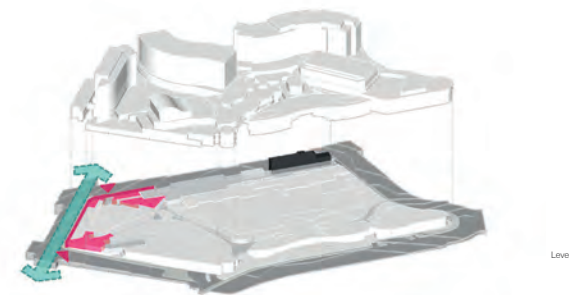
- Investigate the short-term opportunity for a new tower located at the northern end of the site through the consideration of context.

4 A PUBLIC TRANSPORT NODE



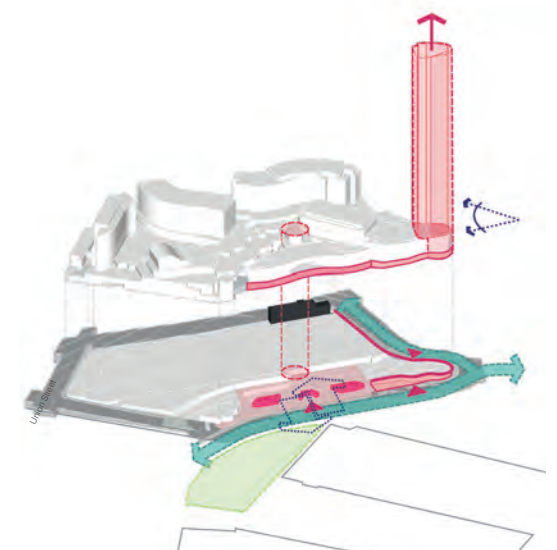
- Physically open-up the Light Rail Station to the Pirrama Road streetscape and provide a unifying, legible and safe public realm experience for pedestrians between the two.
- Comprehensively manage on-site traffic movements by creating a new, integrated drop-off and service location to minimise queuing within the public road network.
- Undertake porte cochere and western lobby upgrades to facilitate an improved and more seamless arrival experience from Pyrmont Street.
- Provide a new porte cochere for the proposed new tower on Pirrama Road.

5 INTEGRATED INTO THE EAST-WEST PEDESTRIAN SPINE



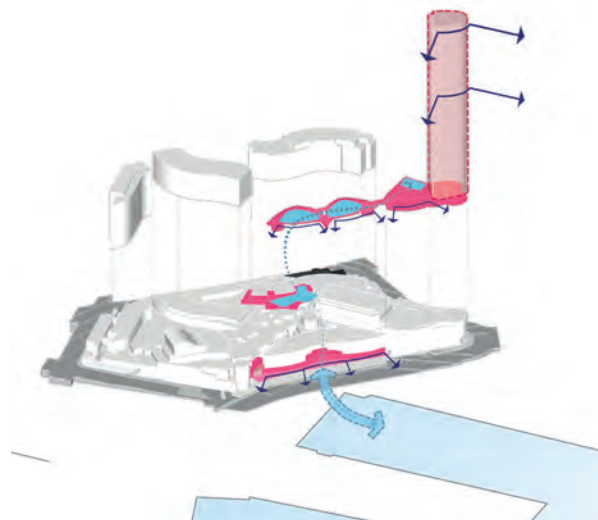
- Improve the legibility and attractiveness of pedestrian entrances from Union Street by completing the corners of the buildings for at least two storeys.
- Activate the corners through retail and or dining tenancies.

6 A MARKER ON THE FORESHORE PATHWAY



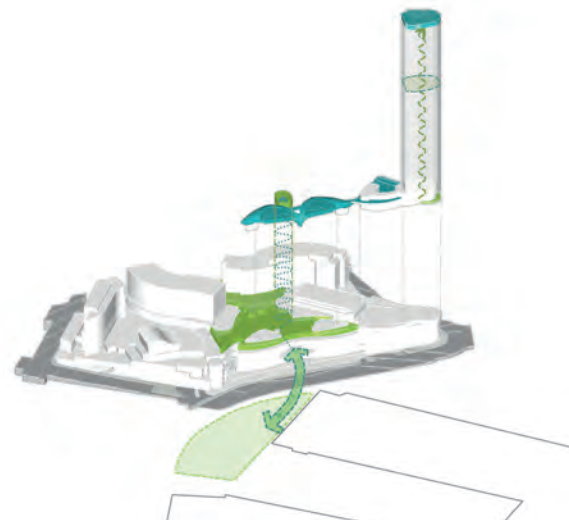
- Physically mark the intersection of Pirrama Road and Jones Bay Road with built form that responds to the emerging 'global waterfront' precinct character and addresses human scale along the street frontage.
- Create an arrival experience along the Pirrama Road frontage that embraces the waterfront setting, includes active frontages and integrates the new tower form into the overall building.
- Improve arrival within the internal service road providing more legible pedestrian movement into key spaces through a central vertical movement 'drum' to assist in legibility and wayfinding.

7 A WATERFRONT SITE



- Investigate opportunities to deliver different types of water based experiences at the higher levels of the podium to heighten the engagement with water.
- Locate pools for residents and hotel users to engage with water views and bring water based experiences into the site.
- Design the tower to capture and maximise views to the Harbour and the City Centre skyline at a variety of different heights and contexts.

8 A PARKLAND SETTING



- Investigate opportunities to create a publicly accessible 'outdoor garden' at the heart of the complex.
- Investigate opportunities to create a series of publicly accessible and private outdoor space terraces at different levels.
- Investigate opportunities to introduce vertical greenery into the new tower form.

9 A SANDSTONE FOUNDATION



- Investigate opportunities to utilise sandstone as a building material at the base / podium form of the building.

10 A INTERNATIONAL DESTINATION



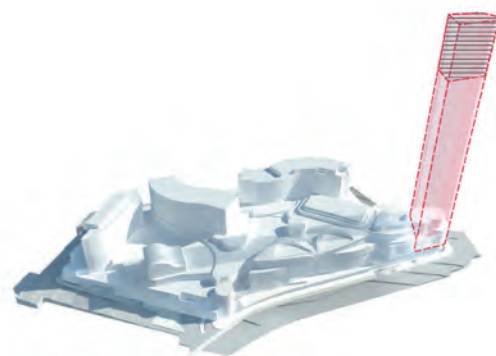
- Upgrade and expand the Sovereign Gaming area and complementary non-gaming facilities.
- Increase and diversify short-term accommodation on the site through the delivery of a new six-star hotel and serviced apartment accommodation offer.
- Expand the existing luxury retail and food and beverage offers to create cohesive precincts and support the night-time economy.
- Retain the ongoing function of Lyric Theatre and Multi-Use Event and Function Centre.

11 A LOCAL OFFER



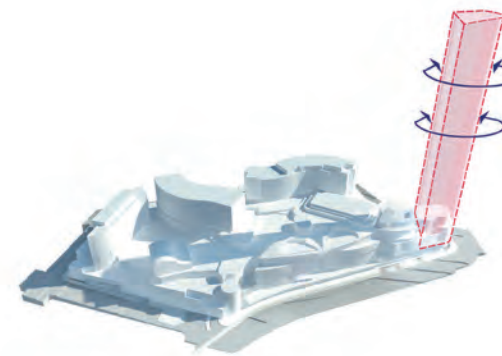
- Provide new a new neighbourhood facility to activate the corner of Pirrama and Jones Bay roads.
- Investigate the requirements and facilities to be included within/provided by the neighbourhood facility.

12 PART OF A GLOBAL SKYLINE



- Further investigate the height of a tower for The Star between 166m - 253m.

13 A BUILDING DESIGN THAT RESPONDS TO A CHANGING CONTEXT



- Detailed design of the building should consider how it is experienced as an iconic building viewed in the round in the short-term.
- Detailed building massing should also consider how the building would be experienced as part of a future small cluster of buildings and part of an expanded city centre skyline.

1.0 INTRODUCTION

This Urban Context Report (UCR) has been prepared by Urbis Pty Ltd (Urbis) on behalf of SEGL. It accompanies 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).

1.1 PURPOSE OF THIS URBAN CONTEXT REPORT

As SEGL's flagship Australian destination, The Star is a globally competitive, integrated resort offering a unique Sydney experience. The Star forms a critical piece of the tourism landscape in New South Wales and provides an essential contribution to Sydney's reputation as Australia's global city. However, to remain this competitive positioning, The Star must continue to invest in their ongoing transformation.

The significance of the facility, as well as its location within Sydney's emerging 'global waterfront precinct', warrants a thorough approach to design and requires careful thinking about the outcomes being sought and their responsiveness to the local context, the wider inner city precincts and Sydney as a global destination on the international stage.

The purpose of this report is to present a robust urban context analysis that considers opportunities and constraints for redevelopment on the site in the context of the existing, proposed and potential future development of the city. This is the context in which the design outcomes proposed for the site, in relation to the strategic redevelopment project, are to then be considered.

Importantly, this Urban Context Report (UCR) does not undertake detailed assessment of the environmental impacts of the proposed design. *(Please refer to section "1.3 Relationship to Other Reports" for more information).*

1.2 SCOPE OF THIS URBAN CONTEXT REPORT

In order to consider the overall opportunity for change of this strategic redevelopment project, the preparation of this UCR was primarily undertaken prior to the Design Excellence Process (DEP). The aim of the UCR was to identify an appropriate building envelope, as well as other design outcomes, on the site to accommodate the project brief and in response to the context - including existing, proposed and potential future context. The outcomes identified within this report were incorporated into the brief for the DEP.

While the UCR does not reflect the outcomes of the the successful scheme identified through the DEP, this scheme included the opportunity for a new neighbourhood facility as part of the design. This UCR was subsequently updated to include the consideration of this component of the design (*refer to section E2: Local Neighbourhood Uses for more information*).

Following the initial preparation of the UCR, the proposed scope of works for the redevelopment project was split into two modifications being Mod 13 and 14. Mod 14 was subsequently prepared and approved. Therefore, although the assessment of Mod 13 for environmental impacts considers the existing conditions of the site to be the current site as built as well as the completed Mod 14 works, this UCR also provides the rationale for the changes to the site included within Mod 14.

In addition, a number of strategic planning documents were also prepared and released following the initial preparation of this report, namely:

- The *District Plans for Greater Sydney*;
- The amendment to the Greater Sydney Region Plan - *A Metropolis of Three Cities*; and
- The draft *Central Sydney Planning Strategy 2012-2036*.

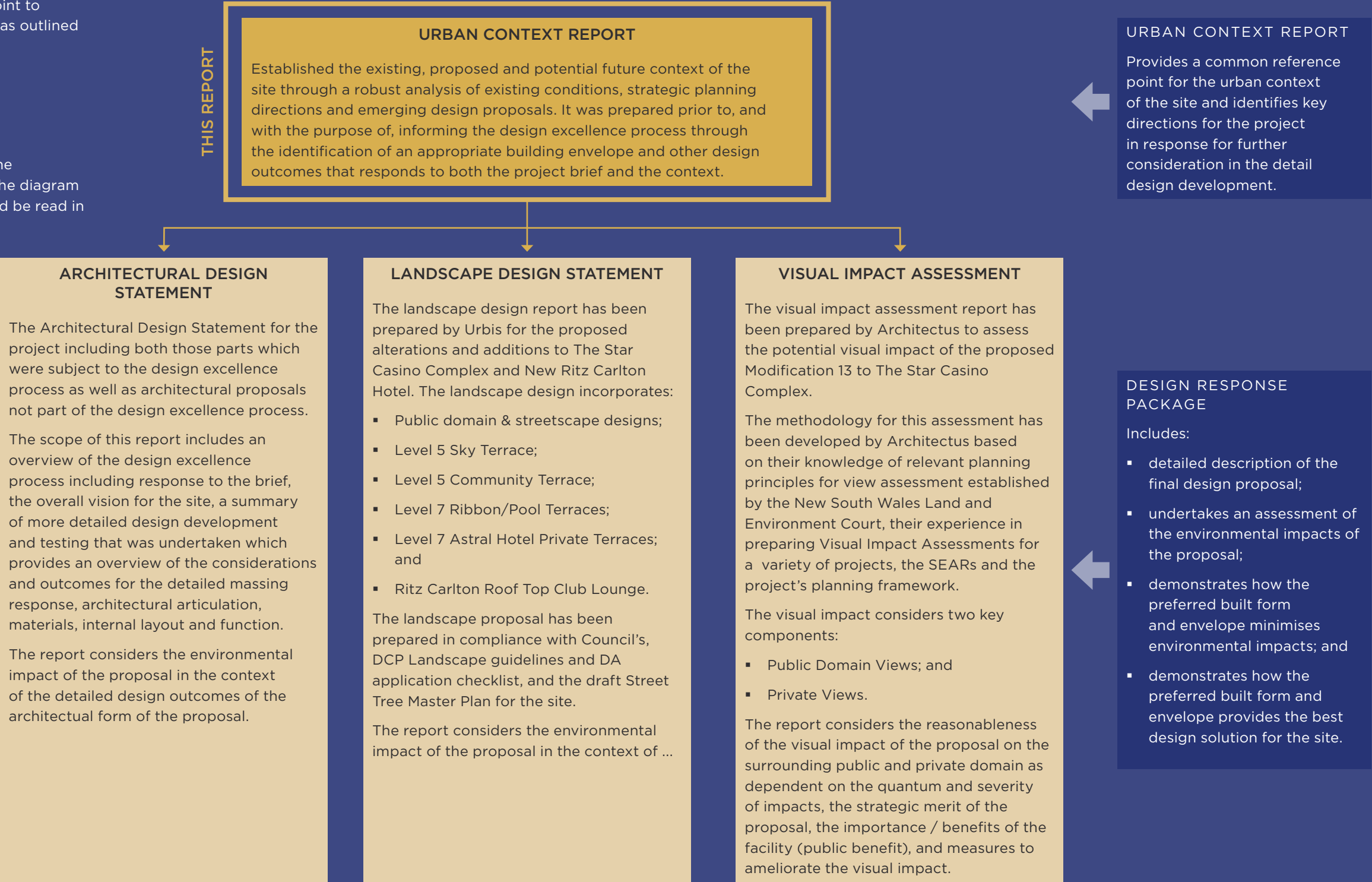
This Urban Context Report has been reviewed and updated to reflect the relevant emerging strategic directions contained within these documents.

1.3 RELATIONSHIP TO OTHER REPORTS

This UCR provided a common reference point to inform the design response for the project as outlined in a suite of documents including:

- Architectural Design Statement;
- Landscape Design Statement; and
- Visual Impact Assessment.

The relationship between this report and the supporting design reports is described in the diagram opposite. This Urban Context Report should be read in conjunction with these reports.



1.4 PROJECT OVERVIEW: MODIFICATION 14 IMPROVEMENTS

Facilities upgrades and internal and external alterations and additions to The Star Casino and Entertainment Complex following completion of Project Star have occurred through-out the site under development consents granted by the City of Sydney. More than 50 development consents have been granted since 2009 for temporary events and permanent works. In addition complying development certificates have been issued in relation to minor internal alterations and works granted in accordance with the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

These approvals relate primarily to minor works and alterations and include but were not limited to:

- Temporary events on-site;
- Commercial fit-outs;
- Refurbishment and reconfiguration of internal areas;
- Replacement of existing signage; and
- Alterations and additions to the Astral Hotel and Residence.

This has created a highly complex set of planning approvals and overlapping conditions regulating the site operations.

An objective of Modification 14 is to simplify and consolidate the terms of the approvals applying to The Star and to produce a consolidated set of drawings that document the approved and constructed work on site.

The other works proposed under Modification 14 and the condition and plan consolidation have been designed to enhance the attractiveness, ease of access, functionality of the complex and patron enjoyment through infill development and the expansion of the existing uses onsite. The specific components of the proposed works as part of Modification 14 have been addressed in a separate submission to the DP&E, and are provided below for information:

INFRASTRUCTURE UPGRADES:

Upgrades to existing infrastructure in the basement at Levels B2 and B4, including:

- Upgrade of the existing harbour heat rejection system. This will involve replacement of the existing three pumps with six new pumps. This is a redundancy upgrade, two pumps will operate as standby pumps only;
- Internal pipework modification to accommodate new pumping arrangements;
- New stormwater filtration system and strainer system upgrade within the plant room at Level B4;
- New modular diesel storage tanks within the existing plant room at Level B4; and
- Replacement of the existing diesel generators with capstone microturbines in the existing plant room at Level B2.

LEVEL 00 PORTE COCHERE AND ASTRAL LOBBY UPGRADE:

- Realignment of the Porte Cochere to accommodate a minor expansion of the upgraded Astral Lobby and Lobby Bar. Other improvements within the Porte Cochere include new glazing and revolving doors at the Main Casino Entry and improvements to the efficiency of the valet system as result of modifications to the layout and width of the porte cochere adjacent to the existing set-down and pick-up areas.

LEVEL 00 BACK OF HOUSE UPGRADES:

- Internal upgrades and improvements to multiple aspects of the back of house space at Level 00.

LEVEL 00 ASTRAL LUXURY RETAIL ZONE:

- New luxury retail zone connecting from Astral Hotel Lobby out to Jones Bay Road. Change of use from office / back of house to retail.

LEVEL 00 SELS FIT OUT:

- Refurbish existing SELS Level 00 toilets at southern end of building to allow for adjacent lift lobby circulation areas. Upgrades and tenancy improvements to existing retail tenant at northern end of the SELS building along Jones Bay Road. No external changes to the SELS building are proposed, with internal alterations only.

LEVEL 00 SELS LIGHTING:

- External lighting of the SELS building along Pyrmont Street to celebrate the heritage elements of the building.

LEVEL 00 DARLING CAFÉ:

- New café within the existing Darling Hotel Lobby at Level 00.

LEVEL 00 TO 01 G-STAR RAW ESCALATORS:

- Replacement of existing G-Star Raw retail shop at Level 00 with new escalators providing access from Level 00 to the Main Gaming Floor at Level 01. A portion of the existing retail space at Level 00 will be replaced with a new staff entry to the back of house area. These improvements also include a new central walk-up bar adjacent to escalators at Level 01.

LEVEL 01 MAIN GAMING FLOOR SLAB INFILL:

- Slab expansion off the Main gaming Floor at Level 01 over the existing main entry foyer facing Pirrama Road. The expanded slab will be an extension of the existing unenclosed gaming area facing Pirrama Road. No facade works are proposed.

LEVEL 02 OASIS GAMING AREA:

- Addition of a new outdoor smoking terrace and stainless steel balustrade adjacent to the Oasis Unenclosed Gaming Area at Level 02 fronting onto Pyrmont Street. This smoking terrace will occupy space that is currently inaccessible roof area. No increase to GFA is proposed.

LEVEL 03 SOVEREIGN EXPANSION:

- Expansion to and refurbishment of the existing Sovereign Room at Level 03. The expansion will include additional indoor gaming, unenclosed gaming and food and beverage areas over the existing entertainment deck to the east and accessible roof area to the west. The proposed façade of the Sovereign Expansion will be set back from the existing Pirrama Road façade by a minimum of 1 metre and will be primarily composed of clear glazing. New plant space to support this expansion will be located within the ceiling void towards the Lyric Theatre.

LEVEL 03 EVENT CENTRE PRE-FUNCTION SPACE:

- Expansion of the existing pre-function space at Level 03 along the western and eastern sides of the Multi Use Entertainment Facility (MUEF). This additional pre-function space will allow for additional food and beverage support of the MUEF and for improved circulation within the whole of Level 03.

VERTICAL TRANSPORTATION DRUM:

- New escalators as part of a vertical transport arrival strategy from Level 00 to Level 03.

LEVEL 04 STAR ADMINISTRATIVE OFFICES:

- Fit out of existing administrative offices within Astral Residences tower. Internal improvements only.

LEVEL 05 VIP LOBBY & CHECK-IN:

- Conversion of existing pool plant space and enclosed pool deck at Level 05 to a lobby for the VIP hotel guest lounge.

LEVEL 05 ASTRAL RESIDENCES RECEPTION:

- Conversion of meeting room to Reception and check-in lobby. Includes minor expansion to existing enclosed space.

LEVEL 02 PORTE COCHERE CANOPY:

- Removal of a section of the current glazing (retaining the canopy structure) of the existing porte cochere canopy at Level 02. The improvements to this space also include the construction of a new ceiling at a lower height over a section of Northwest Gaming unenclosed gaming area.

CONDITION MODIFICATIONS:

- Modification 14 also consolidates plans relating to the various previous approvals on the site, which necessitated amendments to conditions as addressed in that application.

- 1 Infrastructure Upgrades
- 2 Level 00 Porte Cochere and Astral Lobby Upgrade
- 3 Level 00 Back of House Upgrades
- 4 Level 00 Astral Luxury Retail Zone
- 5 Level 00 SELS Fit out
- 6 Level 00 SELS Lighting
- 7 Level 00 Darling Café
- 8 Level 00 to 01 G-Star Raw Escalators
- 9 Level 01 Main Gaming Floor Slab Infill
- 10 Level 02 Oasis Gaming Area
- 11 Level 03 Sovereign Expansion
- 12 Level 03 Event Centre Pre-function Space
- 13 Vertical Transportation Drum
- 14 Level 04 Star Administrative Offices
- 15 Level 05 VIP Lobby & Check-in
- 16 Level 05 Astral Residences Reception
- 17 Level 02 Porte Cochere Canopy
- 18 Condition modifications

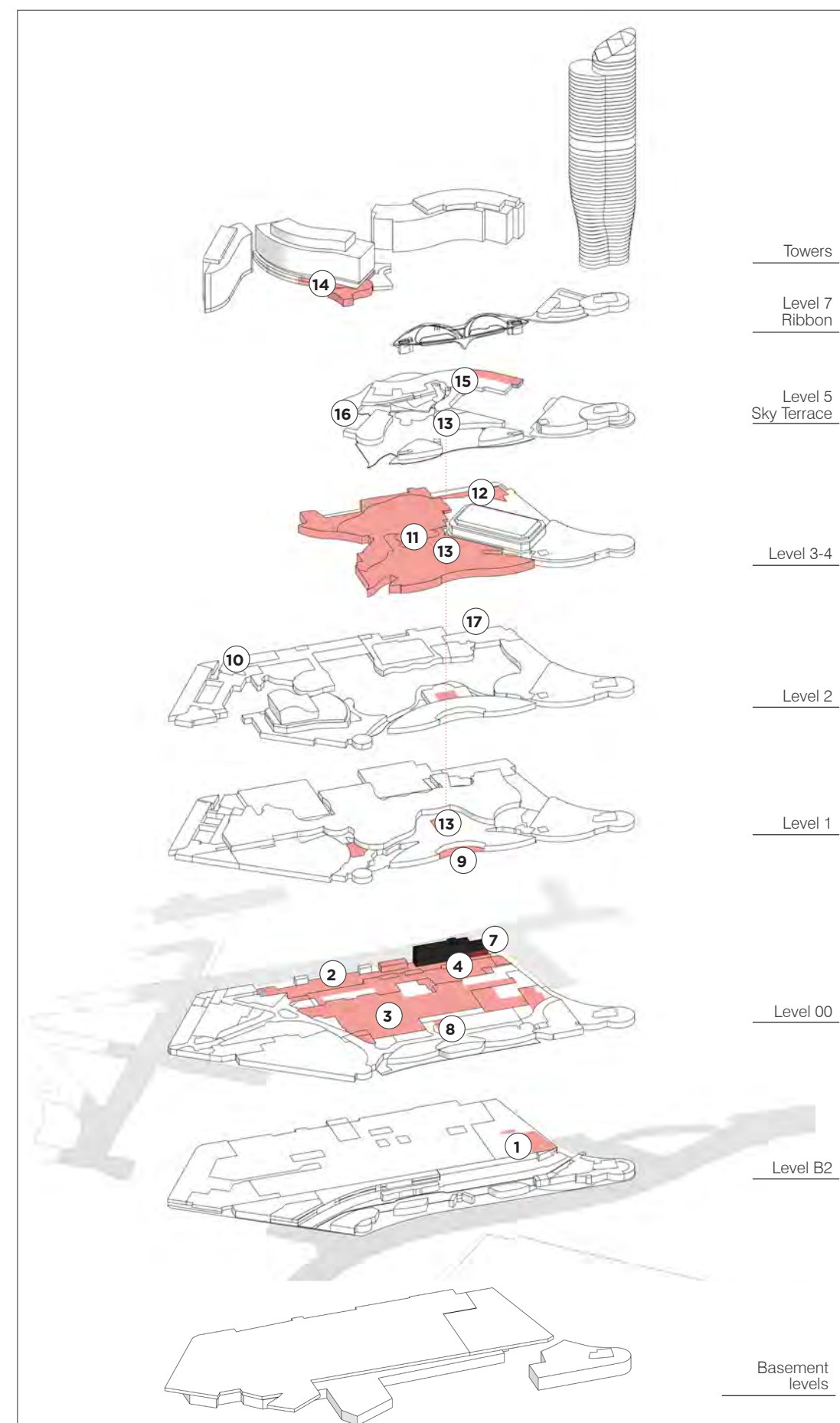


FIGURE 1: Modification 14: Project Initiatives Summary Diagram

1.5 PROJECT OVERVIEW: MODIFICATION 13 IMPROVEMENTS

NEW RITZ-CARLTON HOTEL AND RESIDENTIAL TOWER

- Demolition of part of the existing building in the northern portion of the site, including part of the Pirrama Road façade and part of the Jones Bay Road façade.
- Construction of a new Tower, 237.0 metres AHD (approximate, 232.9 metres from Pirrama Road);
- Residential uses across 35 levels, comprising:
 - A residential vehicular drop off lobby on Level B2
 - A residential lobby on Level 00 to be accessed from Jones Bay Road;
 - Residential communal space on Level 07 to be accessed via Level 08; and
 - 204 residential apartments located from Levels 05 to 06 and from Levels 08 to 38, featuring one-bedroom, two-bedroom and three-bedroom unit types (Note – no Level 13)
- Hotel uses across 31 levels, comprising:
 - A hotel arrival lobby on Level B2 to be accessed from the new Ritz-Carlton porte-cochere along Pirrama Road;
 - A hotel Sky Lobby for guest check-in on Level 39 and 40, featuring a restaurant, bar and lounge;
 - 220 hotel rooms located from Level 42 to 58 and from Level 60 to 61
 - A hotel spa and gym on Level 07
 - A VIP link to the Sovereign Room on Level 04 and 04 Mezzanine
 - A Ritz-Carlton Club lounge and terrace on Level 59
 - Hotel staff end-of-trip facilities on Level B3
 - Hotel staff arrival point on Level 00
 - Hotel back-of-house and plant on Level 03, 05 and 41
- A Neighbourhood Centre consisting of a cafe, library, learning / innovation hub and function centre;
- A new car-parking stacker system below the new porte-cochere of the Ritz-Carlton Hotel, with a total capacity of 220 spaces, to serve the new hotel and apartments; and
- A new drop-off / pick up area (short-term parking) on Jones Bay Road for the proposed apartments.

LEVEL 07

- A ‘Ribbon’ at Level 07 connecting the new Hotel and Residential Tower to the existing building along Pirrama Road, comprising:

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

LEVEL 05 TERRACE

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

LEVEL 05 ASTRAL HOTEL AND RESIDENCES RECREATIONAL FACILITY UPGRADE

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

LEVEL 04 MEZZANINE / 04 / 03 TOWER TO SOVEREIGN LINK BY ESCALATOR AND LIFT

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

LEVEL 03 SOVEREIGN COLUMN FAÇADE TREATMENT ALONG PIRRAMA ROAD

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

FAÇADE INTEGRATION WORKS

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

INFRASTRUCTURE UPGRADES

- A new plant room located within the podium over Levels 03, 04, 05 and 06 of the proposed Hotel and Residential Tower;

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

LEVEL B2 TRANSPORT INTERCHANGE

- Upgrades to the Event Centre Loading Dock;
- Entry into Basement car stacker for the Tower apartments and Ritz-Carlton Hotel;
- New commuter bike parking;
- Upgrade of finishes to light rail station surrounds and removal of existing wall barrier to the Pirrama Road frontage;
- Upgraded taxi-rank arrangements;
- New Star coach parking; and
- Realignment of kerbs and line-marking.
- Note – *no works to the Light Rail corridor*

TRANSPORT IMPROVEMENTS – OTHER LOCATIONS

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

SITE WIDE LANDSCAPE AND PUBLIC DOMAIN UPGRADES, INCLUDING:

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

LEVEL 00 - RESTAURANT STREET

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

PIRRAMA ROAD AND JONES BAY ROAD FOOD AND BEVERAGE

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

FOOD AND BEVERAGE – OTHER LOCATIONS

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

DARLING HOTEL CORNERS

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

SITE-WIDE LIGHTING STRATEGY

- A site-wide lighting strategy integrating and improving the existing lighting across the precinct, with new lighting the proposed Tower, Podium and Ribbon, including:
 - Internal lighting of Hotel and Residential spaces;
 - Illuminated highlights at the Sky Lobby and Club Lounge levels;
 - Integrated lighting on the eastern and western vertical façade slots and angled roof profile;
 - Podium external illumination from awnings, and under retail and lobby colonnades;
 - Landscape lighting on Level 07 open terraces and pool decks;
 - Feature lighting accentuating the wing-like profile of the Ribbon and vertical element;
 - Internal and external lighting to Food and Beverage outlet at Union/Edward Street corner;
 - Façade LED lighting to the heritage SELS Building
 - Permanent installation of moving projector lights on the rooftop of the Astral Hotel for fifty three (53) special event nights per year.

SIGNAGE UPGRADES

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

STORMWATER UPGRADES

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

- A new Ritz-Carlton Hotel and Residential Tower:** including:
- 1 ▪ New Porte Cochere and car-parking stacker;
 - 2 ▪ 204 residential apartments (Level 08 to 38 - note: no level 13).
 - 3 ▪ 220 hotel rooms (Level 43 to 58 and Level 60 and 61).
 - 4 ▪ Ritz Carlton Hotel Sky Lobby including bar, restaurant and lounge (Level 39 & 40).
 - 5 ▪ Ritz Carlton Club Lounge (Level 59).
 - 6 ▪ Neighbourhood Centre consisting of a cafe, library, learning innovation hub and function centre:
- The Ribbon:**
- 7 ▪ **Level 05:** 2 restaurants with external licensed areas, terraced area and pool deck.
 - 8 ▪ **Level 07:** Separate residential and hotel pool terraces, gymnasiums and change rooms.
 - 9 ▪ Residential communal open space.
 - 10 **Jones Bay Road Façade/Pirrama Road Façade**
 - 11 **Infrastructure Upgrades:** As required to integrate Ritz Carlton Hotel & Residential Tower.
 - 12 **Light Rail Upgrade/B2 Pirrama Road pedestrian and vehicle access improvements**
- Site-wide Transport Upgrades** including:
- **Level 00:**
 - 13 - Right hand turning lane into Astral Hotel Porte Cochere;
 - 14 - New Pyrmont Street car park entry;
 - 15 - Pyrmont Street Bus zone and pedestrian link to hotel porte cochere;
 - **Level B2:**
 - 16 - Upgrades to Event Centre Loading Dock;
 - 17 - Improvements to the existing service road;
 - 18 - Input of Ritz Carlton Car stacker system;
 - 19 - Pirrama Road VIP drop-off zone;
 - 20 - New taxi zone in front of Ritz Carlton hotel lobby;
 - 21 - Upgrades to the Pirrama Road entry/exit points for private car/car park users.
 - 22 **Vertical Transportation Drum**
 - 23 **Restaurant Street Ground Floor**
 - 24 **Level 1-2 Food and Beverage**
 - 25 **Level 5 Sky Terrace**
 - 26 **Astral Hotel and Residences Amenity improvements**
 - 27 **Darling Hotel corner improvements**

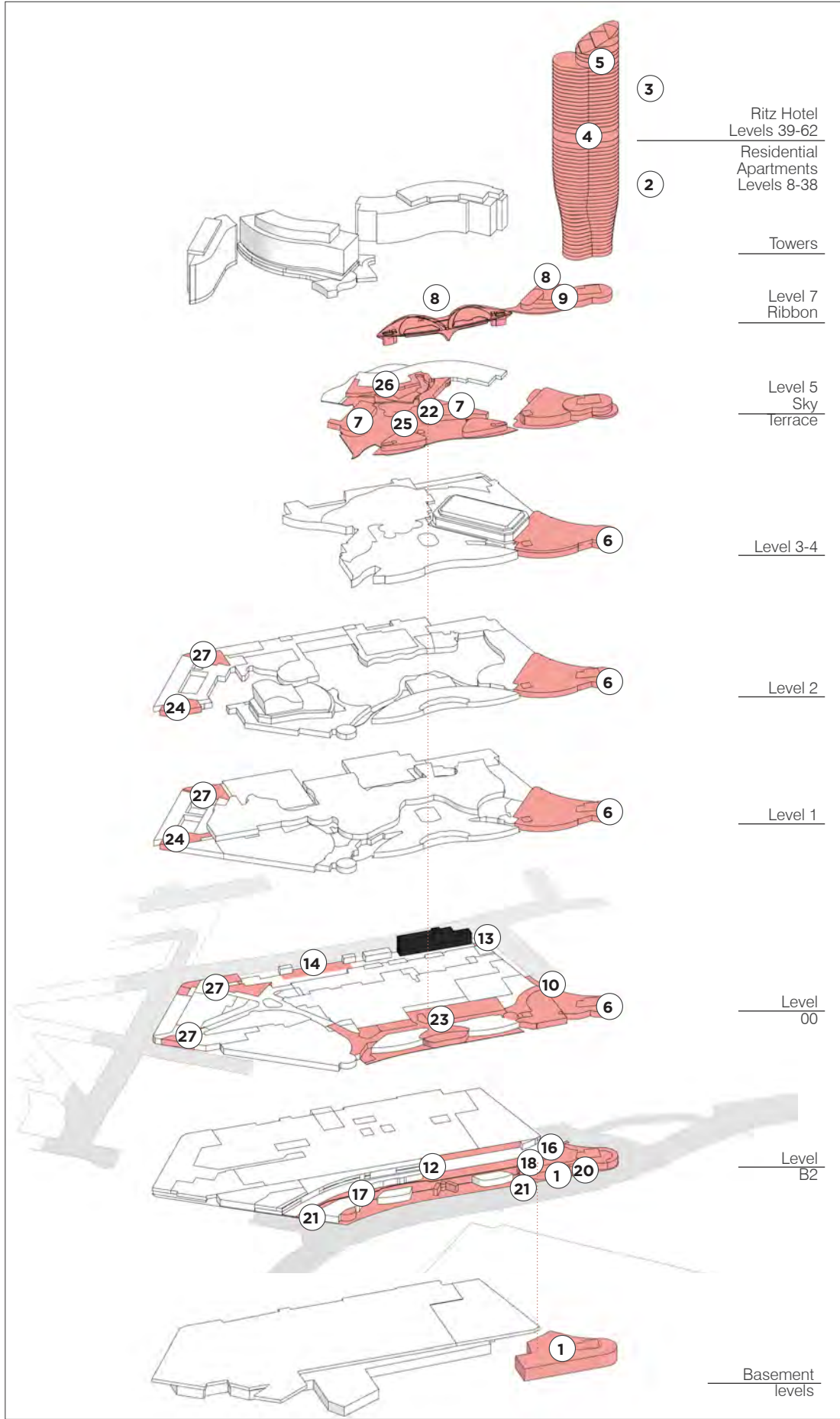


FIGURE 2: Modification 13: Project Initiatives Summary Diagram

1.6 URBAN CONTEXT APPROACH

In light of the significance of this project, the urban context investigation considers the role and context of the site from a variety of scales including:

- **Strategic scale - Global Sydney:** its contribution to the international positioning of Sydney as a global destination extending from the CBD to the Bays Precinct;
- **Precinct scale:** the unique location of the site means it relates to two key precincts in the central city being:
 - **Emerging Global Waterfront including Darling Harbour and Barangaroo:** an understanding of place identity amongst Sydney’s global city precincts;
 - **Pymont:** relationship to its neighbourhood context of Pymont;
- **Local scale:** surrounding street, spaces and buildings within which the site is located; and
- **The Star:** the specific construction and operational constraints and opportunities of the site.

In addition to the consideration of the different contexts by scale, the urban context report also looks to the past, present and future of the site acknowledging that the city is not a static element and is constantly changing and evolving in response to demands of growth. Thus the urban context investigations also consider:

- **Historic:** The historical context of the site;
- **Current:** The existing strategic, neighbourhood, local and site context within which the site is located; and
- **Future:** The future growth and directions of the city and local context as set out in strategic planning documents, plans and strategies.

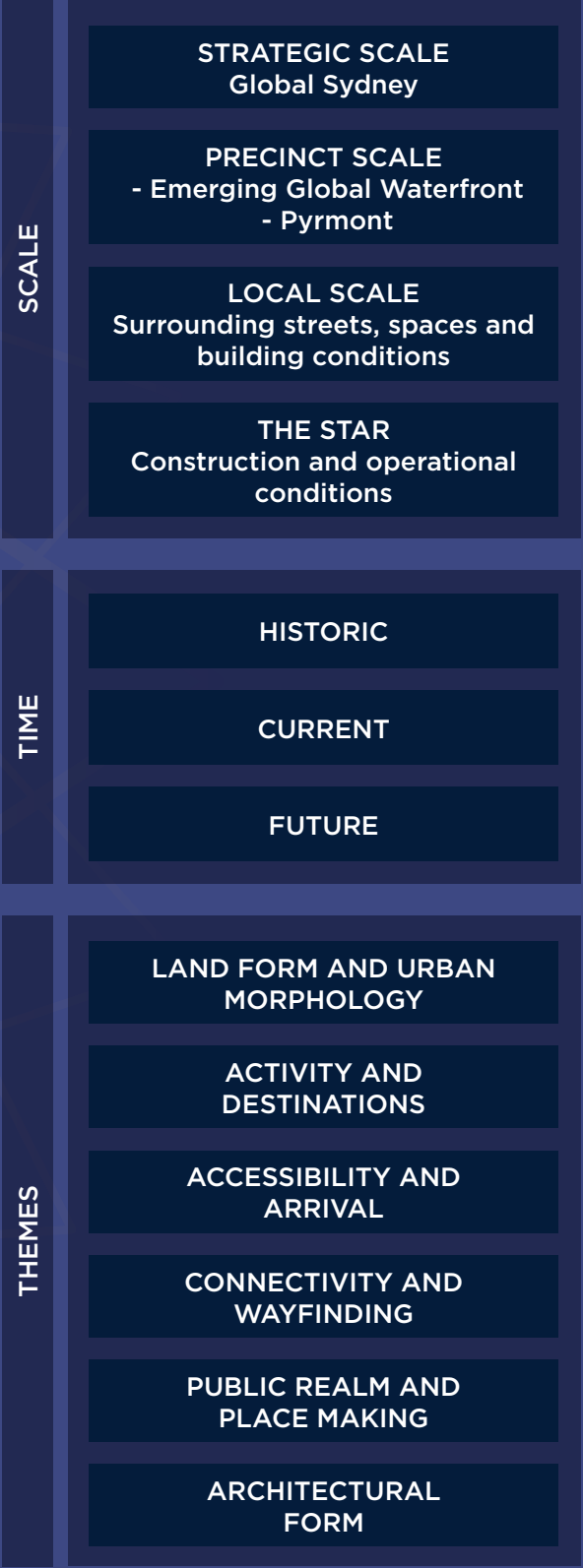


FIGURE 3: Considerations for changing urban context.

1.7 STRUCTURE OF THIS REPORT

For ease of interpretation, the main body of this UCR has been organised into six key themes through which it considers the previous scales and time frames of context and as described in the diagram opposite and outlined below:

- **A Land Form and Urban Morphology:** Understanding Place and Identity.
- **B Activity and Destinations:** The site as a participant in urban life.
- **C Accessibility and Arrival:** The site as a destination.
- **D Connectivity and Wayfinding:** The site and its contribution to visual experience.
- **E Public Realm and Place Making:** The site as a celebration of place.
- **F Architectural Form:** The site as an architectural marker.

Within each of these sections, the analysis includes the following key steps:

- Strategic observations;
- The identification of key design principles that respond to the observations;
- A detailed analysis exploring how these principles can be applied to the site and outcomes of this project; and
- An axonometric describing the proposed outcome on the site based on the findings or direction of the analysis.

The outcome of these investigations are presented as a series of key directions for the site providing guidance in terms of overall site layout and access, building siting and massing, facades, articulation and setbacks and the overall height, bulk and scale of the development.

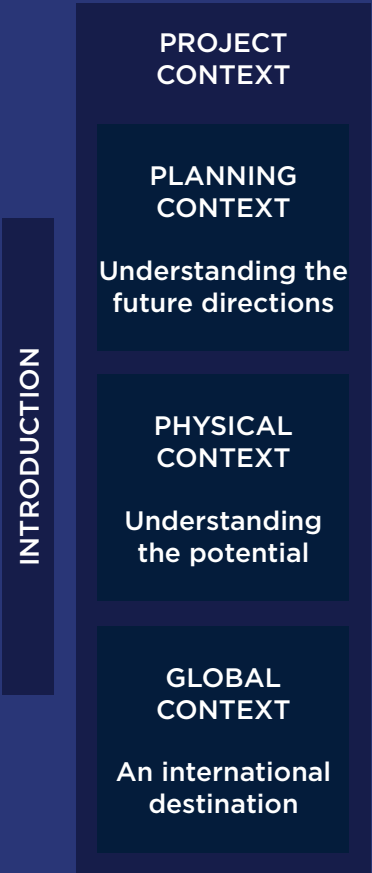


FIGURE 4: Document Navigator and Summary of Urban Context Outcomes

	STRATEGIC OBSERVATION		URBAN CONTEXT DIRECTION		DETAILED SITE INVESTIGATIONS				SITE DEVELOPMENT PRINCIPLE		SITE OUTCOME
A LANDFORM & URBAN MORPHOLOGY Understanding place and identity	A city of bays and peninsulas		A piece of Sydney's heritage	>	Pymont & Darling Harbour European history	Site historical built form	Heritage & conservation context	>	Re-establish the site's presence within Sydney's skyline	>	Embrace solid podium base and tall slender towers as future development form for the site
			A site of two parts - Darling Harbour and Pymont	>	Local topography	Site development history		>	Respect heritage context whilst embracing global city location	>	Retain lower scale tower elements for Pymont setting and allow Darling Harbour frontage to grow in scale.
B ACCESS & ARRIVAL The site as a destination	A major city centre destination		A central city development site with significant capacity	>	City-west redevelopment capacity	Site development constraints		>	Maximise development potential of land close to transport infrastructure.	>	Embrace the opportunity for a series of significant new towers
			A public transport node	>	Light rail arrival	Vehicle access & movement		>	Celebrate a seamless grand arrival for all transport modes	>	Physically open up the light rail station to the street and integrate with a new private transport hub
C CONNECTIVITY & WAYFINDING The site and its contribution to visual experience	A part of everyday city life		Integrated into the city's primary east-west pedestrian spine	>	Union Street active edges and pedestrian entrances			>	Complete the city block by filling in the corners with activation	>	Improve legibility and activation of pedestrian entrances along Union Street frontage
			A marker on the city's iconic foreshore pathway	>	View lines & decision making	Waterfront precincts and markers		>	Physically mark the eastern arrival into Darling Harbour	>	Celebrate the Pirrama Road / Jones Bay Road corner of the site with an iconic tower
D PUBLIC REALM & PLACE MAKING The site as a celebration of place	A part of everyday city life		A waterfront site	>	A global city response to amenity	Water's edge condition	Harbour and city views	>	Embrace physical & visual water based experiences	>	Capture water views and provide water based experiences
			A parkland setting	>	Green places and spaces			>	Extend the green heart into the site	>	Create a series of outdoor spaces for public and private access at different levels
			Sandstone as a foundation	>	A city defined by sandstone			>	Use sandstone as a building material	>	Utilise sandstone in the base / podium areas of the building
E ACTIVATION & DESTINATION APPEAL The site as a participant in urban life	An integrated resort precinct at the heart of our global waterfront		Part of Australia's premier international events and entertainment precinct	>	Integrated Resorts Benchmarking	Central Sydney Strategy	Existing integrated resort offer	>	Expand integrated resort offer to retain competitiveness	>	Expand integrated resort offer to retain competitiveness including a new 6 star hotel
			A local destination	>	Local neighbourhood uses			>	Create a variety of event & accommodation spaces for locals	>	Provide a dedicated neighbourhood facility / space on the corner of Pirrama and Jones Bay roads
F ARCHITECTURAL FORM The site as an architectural marker	A part of the emerging city west skyline		The city's global waterfront	>	Tall buildings and the waterfront	Global waterfront precinct skyline	Darling Harbour tower proposals	>	Complete the emerging built context of Darling Harbour	>	Investigate a tower height between 166m - 253m
			A marker for Pymont	>	Visual context analysis	Architectural markers		>	Consider the tower in it current and future context	>	Create an architectural marker viewed in the round

2.0 PROJECT CONTEXT

2.1 PLANNING CONTEXT

The section of the urban context provides a summary of the following planning documents which have been reviewed for their relevance to the future strategic direction for the city and The Star in this context:

NSW STATE GOVERNMENT STRATEGIC PLANNING CONTEXT:

- Greater Sydney Region Plan - A Metropolis of Three Cities; and
- Eastern City District Plan;

CITY OF SYDNEY STRATEGIC PLANNING CONTEXT:

- Sustainable Sydney 2030: Community Strategic Plan 2013: and
- The draft Central Sydney Planning Strategy 2012-2036.

NSW STATE GOVERNMENT STRATEGIC PLANNING CONTEXT:

2.1.1 GREATER SYDNEY REGION PLAN - A METROPOLIS OF THREE CITIES

The Greater Sydney Region Plan outlines an ambitious 40 year vision for a growing Greater Sydney as a metropolis of three cities.

The Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

This vision involves a major shift in strategic planning towards a focus on the regional significance of central and western Sydney to create a strategic planning framework that can better underpin a productive, liveable and sustainable city.

The plan is structured around the strategies for infrastructure and collaboration, liveability, productivity, sustainability and implementation across Greater Sydney.

The directions and objectives outlined in the Greater Sydney Region Plan are aligned to and expanded upon in the District Plans.



FIGURE 5: Greater Sydney Region Plan Structure Plan (source: Greater Sydney Region Pla)

2.1.2 EASTERN CITY DISTRICT PLAN

The vision for Greater Sydney as a metropolis of three cities will see the Eastern City District become more innovative and globally competitive, carving out a greater portion of knowledge intensive jobs from the Asia Pacific Region.

- **Cultural Vibrancy:** Facilitate opportunities for the appropriate development of the night-time economy.
 - **Actions:** Stimulate and diversify the District’s cultural vibrancy through eat streets, clubs and small bars to cinemas, arts and cultural activities. This is best to occur in mixed use centres with safe late-night travel options.
 - *Key Directions:* The redevelopment of The Star brings an opportunity to expand the food and beverage offer both through increased volume and variety of offer to support the night-time economy.
- **Supporting Social Connections:**
 - **Actions:** Strengthen social connections within and between communities through supporting social infrastructure in local places.
 - *Key Directions:* There is an opportunity for the provision of new community spaces as part of the overall investment in The Star.
- **Housing Supply:** Identify the opportunities to create the capacity to deliver 20-year strategic housing supply targets.
 - **Actions:** Identify opportunities to meet housing capacity and increase in diversity of housing choice in areas of the city around strategic

and district centres and other areas with good transport connectivity and service provision.

- *Key directions:* The Star has the capacity to provide accommodation options for both visitor and locals.
- **Renewing great places:** Great places include all parts of the public realm such as open spaces and streets and there interface with the private realm.
 - **Actions:** Deliver great places by prioritising a people-friendly public realm as a central organising design principle, recognising and balancing the dual function of streets as great places for people and movement, and providing a diverse land use mix, high amenity and walkability.
 - *Key Directions:* Pirrama Road will be reorganised to open up the light rail to the street, provide active ground level uses and create a new activated neighbourhood centre.
- **Respect the heritage:** Heritage is an important component of local identity and places. Sympathetic built form controls and adaptive reuse of heritage are important ways to manage the conservation of heritage significance. Respectfully combining history and heritage with modern design achieves an urban environment that demonstrates shared values and contributes to a sense of identity and place.
 - **Actions:** Apply adaptive re-use of appropriate heritage sites to foster distinctive local places.
 - *Actions:* The Star proposes a heritage interpretation of the SELS building, as well as re-establishing the visual presence of the site within

Sydney’s skyline.

- **Tourism, entertainment and culture:** Grow and manage the tourism and visitor economy in the central district to significantly contribute to economic growth.
 - **Actions:** Contribute to increased visitation through the provision of tourist and visitor accommodation in areas of un-met demand, celebrating diverse food and entertainment offerings and encouraging business growth in areas of existing night time economic activity.
 - *Key directions:* The enhancement of The Star facilities and offer will contribute to the overall offer within the ‘global waterfront precinct’ and the night-time economy in this location. Key to this is the provision of a variety of accommodation options in this key visitor destination, growth of food options and enhancement of night-time economy offer.
- **Innovation Corridor:** An Innovation Corridor is emerging along the western and southern fringes of the Harbour CBD. The creative and digital industries and business support services in this corridor are important to the competitiveness and attractiveness of Greater Sydney and they need to be fostered and supported.
 - **Actions:** Facilitate an innovation corridor that provides access to a sufficient supply of scalable spaces, connects with event spaces, delivers a high amenity, highly walkable and safe corridor and supports a strong night time economy.

- *Key Directions:* The Star will provide diverse entertainment offerings and expand it’s retail and food and beverage offerings to support the night time economy.

- **Collaboration Areas:** The Camperdown-Ultimo Collaboration Area is one of the largest and most comprehensive health and education precincts in Greater Sydney. It is distinctive for world-leading education, health and training institutions that supply research, skills and talent for knowledge jobs in science-based deep-tech, medicine, business and creative sectors.
 - **Actions:** Support and grow health and education precincts.
 - *Key Directions:* The redevelopment of The Star will expand its role as a major employer within Pyrmont.
- **Sydney Metro West:** The NSW Government has announced a new underground metro railway line providing a direct connection between the Parramatta City and Sydney City, linking communities not previously serviced by rail thus maximising the potential to transform communities. Additional key precincts to be serviced include Sydney Olympic Park and The Bays Precinct.
 - **Actions:** Maximise the economic and land use opportunities created by investment in transport infrastructure and to integrate land use and transport planning outcomes.
 - *Key directions:* Already a provision has been made within The Star to accommodate a metro line beneath the Darling Hotel. The recently released Interim Rail Link and Metro

Corridor Land Application Map included in the Draft SEPP for Metro West shows the route passing under the southern end of The Star site and a new metro station located immediately west of The Star site under the Union Street and Harris Street intersection. The strategic opportunity the provision of a new metro station so close to The Star presents in terms of realising the development potential of the site is significant.

- **Protecting and improving the health and enjoyment of Sydney Harbour:** The Eastern City District’s waterways play an integral role in creating a sense of place, providing recreational opportunities and supporting economic and cultural activities.
 - **Actions:** Enhance access to waterways and foreshores for recreation, tourism and cultural events.
 - *Key Directions:* There ia an opportunity to create spaces that engage with the waterfront and to capture panoramic views across the water to the city.
- **Delivering high quality open spaces:**
 - **Actions:** Provide opportunities to expand a network of diverse, accessible, high quality open spaces.
 - *Key Directions:* There is an opportunity to extend the green character of Pyrmont Bay Park into the site through a publically accessible outdoor garden at the heart of the complex, as well as a series of outdoor space terraces.

CITY OF SYDNEY STRATEGIC PLANNING CONTEXT:

2.1.3 SUSTAINABLE SYDNEY 2030 - COMMUNITY STRATEGIC PLAN (2013)

Sustainable Sydney 2030 is the City of Sydney's Strategic Plan to make the city “**Green. Global. Connected**”. A community vision and a city's commitment to realising this vision, the plan was originally formulated in 2007 to transform the way people live, work and play in the city.

- **Green:** The City will help contain the Sydney region's urban footprint by planning for new housing opportunities integrated with vital transport, facilities, infrastructure and open space.
- **Global:** The City will remain Australia's most significant global city and international gateway with world-class tourism attractions and sustained investment in cultural infrastructure, icons and amenities. The City will contain premium spaces for business activities and high quality jobs in the city centre, and supporting social, cultural and recreational facilities to nurture, attract and retain global talent.
- **Connected:** The City's distinctive villages will continue to be strong focal points for community life and will encourage a sense of belonging. The Villages will be served by centres where services are concentrated, which will be interconnected and make a significant contribution to the City's liveability which will increasingly underpin its global competitiveness.

The following key actions have been identified within the plan and have relevance to the opportunities presented by The Star:

- **Plan for growth and change in the City Centre:**
 - **Action:** Strengthen the economic activities and role of the City Centre precincts.
 - **Key direction:** Investment in the breadth of offer of The Star including entertainment, dining, cultural, accommodation and event offer, will build on the current investment in the 'global waterfront precinct' including Darling Harbour, Darling Live and Barangaroo.

- **Action:** Plan for long-term increased development opportunities and improved connections to the western waterfront.
- **Key direction:** The western waterfront of The Bays Precinct is set to change and this will have an influence on what happens on the Pyrmont Peninsula which sits between the precinct and the CBD.
- **Action:** Implement the Open Sydney strategy to build late night economic diversity.
- **Key direction:** Expansion and diversification of the night-time and evening offer within The Star will contribute to a growing late night economy.
- **Enhance tourism infrastructure, assets and branding of the City:**
 - **Action:** Work in partnership with the Tourism Industry and State Government to develop visitor facilities and attractions, including new hotels and accommodation opportunities.
 - **Key direction:** Expansion and diversification of the night-time and evening offer within The Star will contribute to a growing late night economy.
 - **Action:** Work with the State to promote the city as a global visitor destination.
 - **Key direction:** Investment in The Star will contribute to the overall international attractiveness of the 'global waterfront precinct' as a world-class tourism and event destination.
 - **Action:** Support the delivery of an annual calendar of globally significant events.
 - **Key direction:** The Star is already a major supporter of city-wide events including Chinese New Year and Vivid and includes event facilities that are significant to host major events such as awards nights. There is an opportunity to enhance existing spaces to further contribute to the role of The Star in creating memorable event experiences in Sydney.
- **Implement the Greening Sydney Plan:**
 - **Action:** Continue to green the city to enhance habitat and promote biodiversity.
 - **Key direction:** Identify opportunities for new

green spaces and planting as part of any proposed development.

- **Action:** Continue to improve the landscape to provide quality streetscapes and public spaces.
- **Key direction:** Identify any opportunities to upgrade streetscapes around the site.
- **Reduce negative impacts from transport on public space in the City Centre and villages.**
 - **Action:** Work with the State Government to provide improved bus and light rail.
 - **Key direction:** Investigate opportunities to improve the Light Rail station interface at The Star.
- **Green Travel is the preferred transport choice to City work places and venues.**
 - **Action:** Establish or improve end of trip facilities to encourage walking and cycling.
 - **Key direction:** Improve end of trip facilities provided within The Star.
 - **Action:** Investigate and develop a requirement for Green Travel Plans for major developments.
 - **Key direction:** Prepare a Green Travel Plan for The Star.
- **Support the development of small scale spaces for cultural, creative, retail and small business on streets and lanes.**
 - **Action:** Develop ways to encourage existing building owners to build to street edges. Fill in empty colonnades and activate blank building edges with retail activity on streets and laneways.
 - **Key direction:** Investigate opportunities to realise active street frontages through redevelopment opportunities.
- **Maintain and enhance the role and character of the Villages and places and create a network of Village Centres as places for meeting, shopping, creating, playing, learning and working for local communities.**
 - **Action:** Develop Villages and local places to support community needs.
- **Key direction:** Identify the opportunity to deliver new community facilities as part of the redevelopment.
- **Facilitate the supply of housing to cater for population growth and change.**
 - **Action:** Promote an integrated approach to land-use, transport and infrastructure planning.
 - **Key direction:** Investigate opportunities to deliver accommodation on the site appropriate to the role and function of the site as a whole.

2.1.4 SUSTAINABLE SYDNEY 2030 - COMMUNITY STRATEGIC PLAN (2013) CONTINUED...

In addition to the actions identified previously, 10 Project Ideas were identified by the City proposing long-term solutions to renew past development, re-integrate parts of the city that have been disconnected and to deliver step change renewal across the city. The key projects that are of relevance to The Star include:

- **Western Edge of the City: Connecting the western edge of the City to the water.**
 - **Action:** Precinct sale planning to improve pedestrian links form the city centre to the water, creation of new spaces, unlocking city centre development capacity and a distinctive business hub west of George Street.
 - **Key direction:** The Western Edge of the City will be the subject of significant investment and change over the immediate term and will result in an evolving context for The Star in which the city with re-engage with the waterfront. Opportunities for The Star to do the same on the opposite side of the bay will ensure the two sides speak to each other.
- **Cultural Ribbon: Support Sydney’s identity and international recognition with a harbourside cultural walking trail and unique cultural experiences along the harbour’s edge.**
 - **Action:** Boost Sydney’s image as a cultural city including growing participation.
 - **Key direction:** Continue and grow The Star’s participation in the cultural life of the City and The Star as a destination that extends to the cultural ribbon westward towards The Bays Precinct.
 - **Action:** Help people find their way round the city including for active transport modes.
 - **Key direction:** Investigate The Star’s role in wayfinding and legibility in moving around the city and respond to opportunities particularly along the harbour’s edge.

- **Harbour to the Bay: Part of the green network which includes 10 main pathways, a Harbour to the Bay link and the Sydney Harbour Foreshore Walk.**
 - **Action:** Encourage an active lifestyle, reduce carbon emissions through tree-planting and improve community safety.
 - **Key direction:** Investigate opportunities for The Star to contribute to the quality of the green network and harbour foreshore walk through site improvements.



FIGURE 6: Key Idea 2: Western Edge (source: Sustainable Sydney 2030: the Vision)

FIGURE 7: Key Idea 5: The Cultural Ribbon (source: Sustainable Sydney 2030: the Vision)



FIGURE 8: Key Idea 6: Harbour to the Bay (source: Sustainable Sydney 2030: the Vision)

2.1.5 CENTRAL SYDNEY STRATEGY

The Central Sydney Planning Strategy is a 20-year growth strategy that revises previous planning controls and delivers on the City of Sydney's Sustainable Sydney 2030 program for a green, global and connected city. While The Star sits outside of the core study area of this strategy, actions within it will have an influence of the context of The Star.

The strategy identified 10 key moves to balance opportunities for development to meet the demands of growing numbers of workers, residents and visitors and their changing needs. This includes opportunities for additional height and density in the right locations. It considers timing - in the short-term, medium-term and ongoing and aligns this with planned developments in infrastructure and technology.

The following moves have been identified as relevant to the considerations of The Star:

- **Prioritise employment growth and increase employment capacity by implementing genuine mixed-use controls and lifting height limits along the Western Edge:**
 - **Actions:** Introduce a maximum 50 per cent residential and serviced apartment land use mix requirement.
 - **Key directions:** Restrictions on accommodation uses within the city centre will increase demand on those areas immediately adjacent which are not subject to these controls.
 - **Actions:** Increase heights along the Western Edge from 80 metres to 110 metres.
 - **Key directions:** This height increase seeks to capitalise on the already changing form and character of the area and the additional rail commitment. This changing context continues the change that is occurring on the waterfront as demonstrated by Barangaroo and other recent development proposals. The redevelopment of The Star needs to consider the emerging directions of the future context of these areas as well as the existing.
 - Consolidate and Simplify plan

- **Consolidate and simplify planning controls by integrating disconnected precinct back into the city, unifying planning functions and streamlining administrative processes.**
 - **Actions:** Expanding the geographic boundaries of Central Sydney including state significant development sites and precincts such as The Bays Precinct and Central to Eveleigh.
 - **Key directions:** Consideration of how The Star will play a role in the expanded Central Sydney Strategy in the medium to long term.
- **Provide for employment growth in new tower clusters:**
 - **Actions:** Opportunities for heights and densities above established maximum limits will promote the efficient use of land and change the overall visual form of the city's tower cluster in the long-term.
 - **Key directions:** The overall massing and visual context of the city centre is changing in response to the efficient use of land in appropriate locations which does not impact of sun access in key public spaces. Opportunities for the same approach within The Star should be investigated to unlock capacity.
- **Protect, enhance and expand Central Sydney's heritage, public places and spaces:**
 - **Actions:** Public spaces and heritage features are critical assets in the city and require adequate consideration in terms of design response and access to sunlight.
 - **Key directions:** Consider the relationship and impacts any future developments have on nearby heritage features and public spaces.
- **Reaffirm commitment to design excellence:**
 - **Actions:** High quality buildings contribute to the city's status as one of the most beautiful in the world.
 - **Key directions:** Consider the opportunity to engage in a design excellence process.

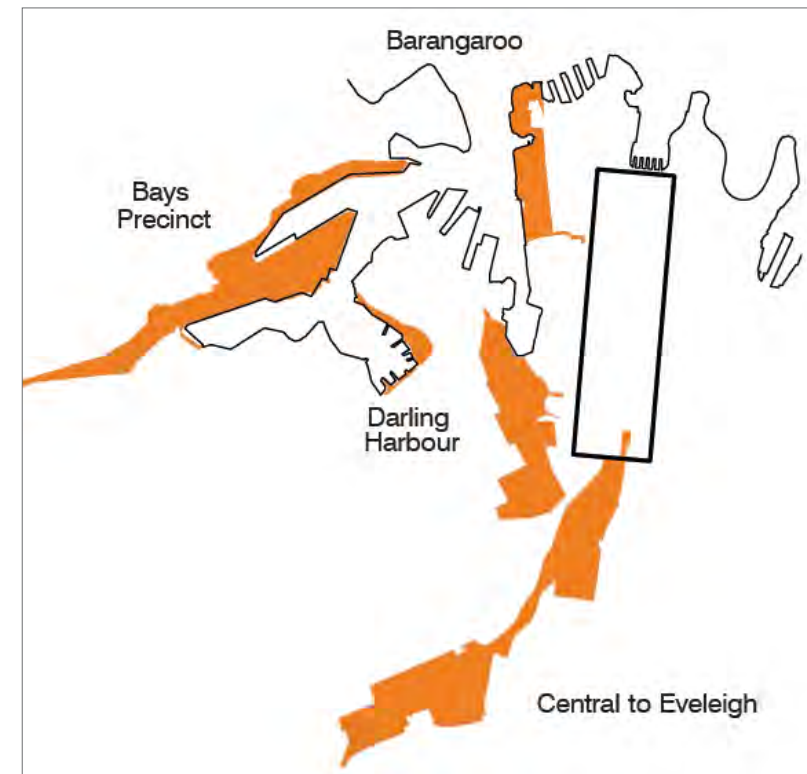


FIGURE 9: State significant development sites (source: Central Sydney Planning Strategy)



FIGURE 10: Lifting heights along the Western Edge (source: Central Sydney Planning Strategy)

FIGURE 11: Employment growth in new tower clusters (source: Central Sydney Planning Strategy)

2.2 PHYSICAL CONTEXT

2.2.1 A HARBOUR CITY

Sydney’s magnificent harbour lies at the heart of the city and is its most defining natural feature. It is the reason for the city establishing in the first place and has continued to shape the physical, social and commercial foundations of the city throughout its development. Over time, role of the harbour in the function of the city has changed - from its beginnings as the industrial engine of the country to its role today as a transport mode, a recreational destination and the most valuable amenity asset in the city. In this way Sydney’s harbour is many things to many people.

The physical form of both the harbour and the land that surrounds it informs our understanding of place. Covering an area of 55 square kilometres, the harbour provides unparalleled amenity for the city. It’s heavily embayed shoreline stretches over 300 kilometres long and varies greatly from intimate inlets to wide bays and long deep harbours. Projecting into this magnificent water body is the undulating topography of the city’s sandstone formations creating a series of exposed peninsulas, prominent headlands and recessed coves.

The definition of what is land and what is water along the foreshore edge has also changed dramatically over time. Since European settlement, the shoreline of Sydney Harbour has been extensively modified. Almost 77 kilometres of the 300+ kilometres of original shoreline has been removed due to reclamation and infill. Additionally, today almost 50% of the original shoreline has been replaced by artificial structures.

The result is a harbour city consisting of unique waterfront neighbourhoods each with an individual identity and understanding of place that is informed by both their unique natural features and their historical development patterns. Wherever you are in the city, development, parks and walkways embrace this waterfront setting. Buildings are designed to capture water views wherever possible and provide a stunning skyline in return. These views both to and from the harbour are synonymous with the city and are key to its global status as a livable city.



FIGURE 12: Aerial view of Sydney Harbour in the vicinity of The Star

KEY FINDING:

Sydney’s Harbour is the jewel in the city’s crown, defining our city and its identity and offering it abundant amenity to be experienced by all. However it is not singular in nature. The varied conditions both in the physical form of the harbour and in the development along its foreshore have created an ever-changing character unique to each neighbourhood.

The Star must respond to the specific waterfront context in which it is located.

2.2.2 CHANGING SYDNEY

Sydney is currently undergoing an unprecedented period of growth and change. In acknowledgement of this growth, the Greater Sydney Commission released *A Metropolis of Three Cities* to shape the city's future. This document establishes a vision for the city and sets priorities for 2036 including:

- Support the generation of 817,000+ additional jobs;
- Accommodate 1.74 million additional people and more than 725,000 new homes;
- Increase total economic activity by 75% to approximately \$655 billion.

Already, we have seen significant change underway through the transformation of the western waterfront of the City including Barangaroo, Darling Harbour Live and Darling Square. And this part of the city is no stranger to change. From the very early days of European settlement, this waterfront precinct has been at the heart of driving major change in Sydney. In the 1800's, rapid technological change transformed Darling Harbour into the city's first industrial waterfront where it became the engine room of the NSW economy for the next 150 years. In the 1980's Australia's largest urban renewal project at the time saw the site transformed into a tourism and leisure precinct in time for Australia's Bicentennial in 1988. And today it is home to our international address to the world.

While the city has undergone rapid change in the past, this growth is happening at a rate much faster than it has over the past 20 years. This is to be further bolstered with the announcement of planned investment in the Western Sydney Airport and the vision for Greater Sydney as a metropolis of three cities - both set to be game changers for Greater Sydney.

Over the next 10-15 years, the developing Central City with the Greater Parramatta to Olympic Peninsula at its heart, is anticipated to experience the most significant urban transformation. Transport investment and large areas of urban renewal have already been identified to drive this refocus connecting the CBD to Parramatta. This includes the Greater Parramatta to Olympic Peninsula urban renewal precinct, the Bays Precinct urban renewal area, Central to Eveleigh urban renewal area and the Sydney Metro West.

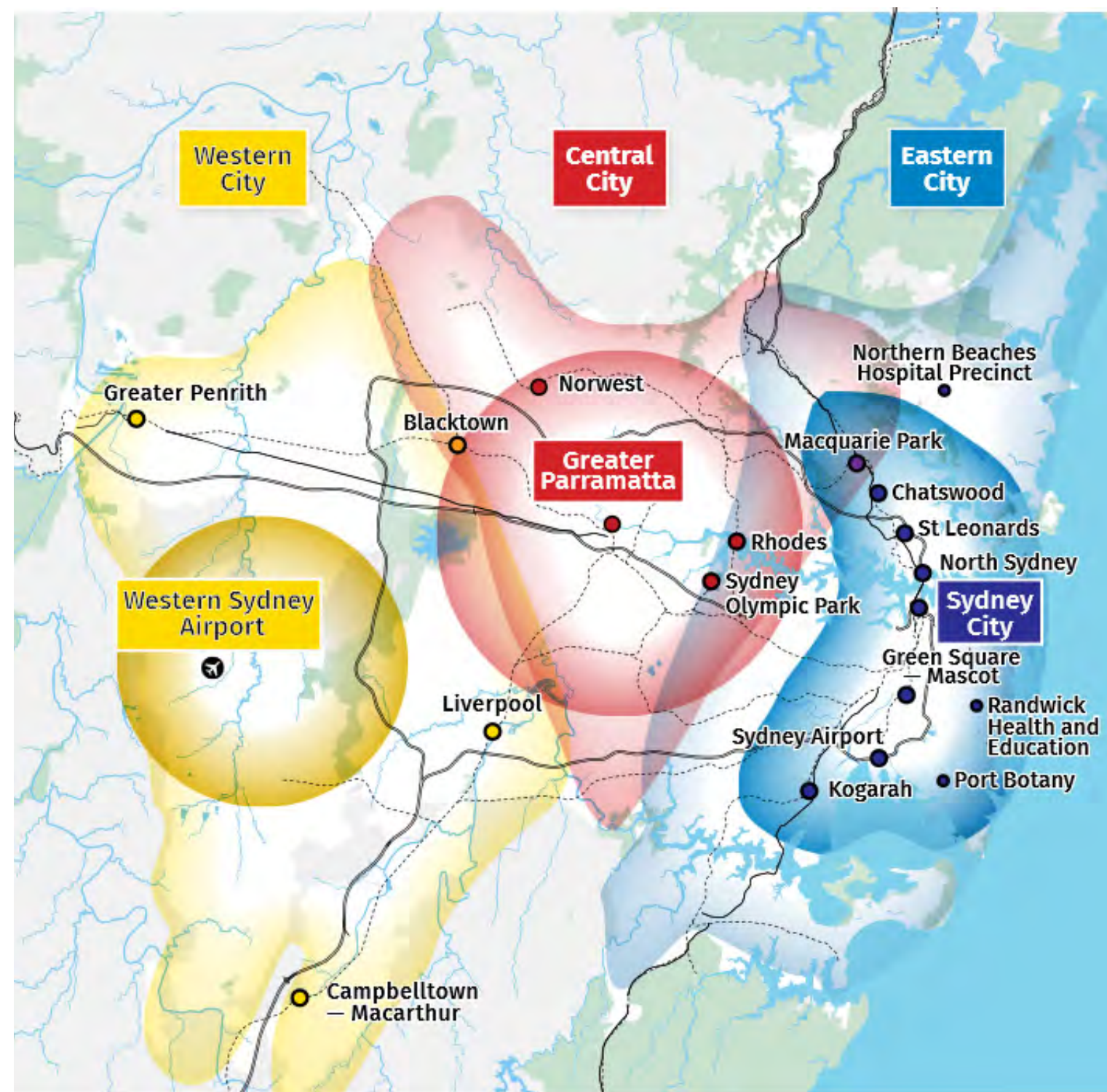


FIGURE 13: A metropolis of three cities: Global Sydney

KEY FINDING:

Waterfront renewal areas of the inner-city have the ability to accommodate significant growth and development whilst ensuring access to high quality amenity, recreation and facilities including transport. Already locations including Barangaroo and Darling Harbour Live are delivering dramatic transformations and are reshaping the way our city interacts with the water.

In the near future, this will include the Fish Market in Pyrmont and further afield this will extend westward towards the Bays Precinct.

Located two kilometres west of the CBD, the Bays Precinct includes 80 hectares of foreshore land which has unparalleled access to amenity. Its proximity and relationship to the CBD presents a significant opportunity and will potentially transform the context in which Pyrmont and The Star is located.

The proposals for The Star are to be considered in the context of the ever-changing character of the city's western waterfront and the future urban renewal that will shape its next evolution.

2.3 GLOBAL CONTEXT

In today’s globalised economy cities are increasingly competing with one another to attract and retain the world-class talent. While business activity and political engagement remain important, increasingly lifestyle factors such as human capital, cultural experience and livability are emerging as key qualities of the emerging global glass of cities.

As Australia’s destination of choice, Sydney is blessed with the enviable combination of being one of the worlds’ most loved tourist destinations, a thriving global business hub and home to a vibrant creative energy. It is blessed with iconic attractions, both natural and built, including Sydney Harbour, its world-class beaches, the Opera House and Sydney Harbour Bridge. It is a magnet for talented people, offers an enviable lifestyle and is Australia’s leading visitor destination.

As one of the city’s leading international destinations, The Star must to continue to invest and improve its offer to consistently meet the changing demands of visitors and be on the forefront of emerging trends for integrated resorts globally. The following section of this report investigates these emerging trends to identify key directions for the future vision of The Star:

- An International Tourist Destination;
- A Global Business Hub; and
- The Experience Economy.

2.3.1 AN INTERNATIONAL TOURIST DESTINATION

For many years, Sydney has ranked at or near the top of surveys of the world’s most appealing visitor destinations. It is arguably Australia’s leading visitor destination receiving approximately 50 per cent of all international visitors and hosting more tourists and more business events than any other Australian city.

This destination appeal brings with it a significant contribution to the NSW economy. With 3.9 million international visitors and 87 million domestic visitors, tourism contributed a total of A\$32.3 billion to the NSW economy in 2016, representing nearly one-third of tourism’s direct contribution to Australia’s gross domestic product.

As a key engine for growth in NSW, Tourism forms part of the NSW Government’s ten year plan to rebuild the NSW economy (NSW 2021) including an ambitious target to double overnight visitor expenditure in NSW by 2020. To facilitate this growth, the existing development pipeline needs to meet a target of 6,000 to 20,000 new rooms by 2020.³ In achievement of national tourism growth, the then Federal Tourism Minister, Andrew Robb, suggested a push towards the development of new five or six-star hotels, to promote Australia as a premium brand.

At a national level, Tourism Research Australia forecasts the ten year average growth rate to be an estimated 4.1 per cent, with arrivals expected to reach 12.3 million by 2024-25. This growth is largely driven by China, which is expected to contribute 26 per cent of the growth in arrivals. As the state with the highest number of international visitors annually (3,649,000 visitors in June 2016), NSW stands to benefit from the tourism growth.

Within Sydney city, the hotel market recorded occupancy levels over 87 per cent for YTD August 2016, at 1 per cent higher than the same period in the previous year. The average room rates for the Sydney hotel market are at \$235, up six per cent on the previous year.



KEY FINDING:

In order to achieve the ambitious target to double overnight visitor expenditure and with the focus on high-end accommodation, there is a significant opportunity for The Star to contribute to overall success.

2.3.2 GLOBAL BUSINESS HUB

Sydney is Australia's finance and business hub. Ranked first in the Asia Pacific in terms of intellectual capital and innovation, the city contributes over a fifth of Australia's economic value and has an economic output greater than Hong Kong, Malaysia and Singapore.

It is home to more than 600 multinational companies who run their Asia Pacific Operations out of Sydney and 40% of the top 500 Australian corporations. It offers a mature commercial environment that is regionally-focused, servicing the Asia-Pacific region with more than 250 flights every week between Sydney to Asia.

Sydney is also a major hub for business events, often hosting conferences, conventions, exhibitions and major meetings attended by professionals from across the Asia-Pacific region and globally. While Sydney remains Australia's top city for business events, it has declined in terms of its share of large international events within the Asia-Pacific region. Singapore is possibly Sydney's biggest competitor, offering four major convention centres, several of which feature casino components. These convention and casino centres are known as integrated resorts.

In 2013, The Star recognised an opportunity undertaking a \$870 million investment to transform their world-class casino into the City's first integrated resort with a range of on-site accommodation, access to Australia's best restaurants and bars as well as entertainment options to create a truly unique visitor experience.

More recently, and in recognition of emerging market trends in relation to convention offerings, the NSW State Government instigated the redevelopment of the Sydney convention centre (ICC) to create an integrated convention, exhibition and entertainment precinct including hotel (ICC).

Consistent with their commercial obligation to the NSW government to operate the site at a first class international standard. SEGL is proposing to undertake a revitalisation of the integrated resort to

invest approximately \$626 million to deliver the new Ritz-Carlton Tower and associated works. This tower is to be a unique investment in the NSW accommodation market in that the main addition is a '6 star' hotel in an integrated resort.

More than 600 multinational companies run their Asia Pacific Operations out of Sydney. With 45% of the top 500 Australian corporations are based in Sydney.

Sydney's economy is larger than those of Hong Kong, Malaysia and Singapore – the city produces over \$306 billion in goods and services a year.

Sydney is the headquarters of more than 90 per cent of the international banks operating in Australia.

KEY FINDING:

The introduction of a Ritz Carlton Tower within an integrated resort and associated works includes a '6 star' hotel which is unique investment in the NSW accommodation market. This brings significant new demand into the accommodation market with potential to significantly contribute to the growth in overnight visitor expenditure.

2.3.3 THE EXPERIENCE ECONOMY

More than ever before, cities the world-over are competing with one another in a global marketplace for capital and talent. In an increasingly globalised knowledge economy, global cities are required to succinctly define themselves and the value proposition that makes them an attractive place for people to visit, live or invest in.

In order for cities to compete on the world stage, they need to be attractive to talent – both home-grown and from abroad. While people may move to a city for work, they stay for lifestyle. Cities around the world are increasingly recognising the vital role culture and lifestyle play in economic success. And lifestyle today is all about the experience economy. People everywhere are seeking opportunities to have more meaningful encounters with places and cultures.

As tourists we want to go where the locals go and do what the locals do. We seek insider knowledge that allows us to become 'temporary residents' stumbling upon hidden local secrets and experiencing authentic encounters. As locals we want to enjoy the best that our city has to offer and celebrate the world-class experiences that are on our door-step every day. More and more locals are seeking our opportunities to become tourists in their own cities.

The emergence of the experience economy has seen a rise in all that celebrate the parts of our city that make us who we are. This includes areas such as food and wine, cultural experiences and the creative economy. Another big component of the experience economy is festivals and events. Sydney is no different. It has one of the world's most enviable event calendars, a burgeoning foodie scene and is home to a vibrant, creative arts scene.

KEY FINDING:

The Star's success as an international includes its existing and future capacity to be a major contributor in the experience economy of the city including foodie culture, instagram worthy moments, an active participant in hosting major events and city-wide festivals and the opportunity to provide unparalleled and unique Sydney based experiences.

URBAN CONTEXT ANALYSIS PROCESS

For ease of interpretation, this section of the report - the urban context analysis - is organised into a six key themes that relate to the strategic opportunities for the site. For each theme, the analysis started with strategic observations, through to detailed investigations, the identification of site development principles to inform a series of key outcomes for the site. The diagram opposite provides an overview of this process and the structure of each themed investigation.

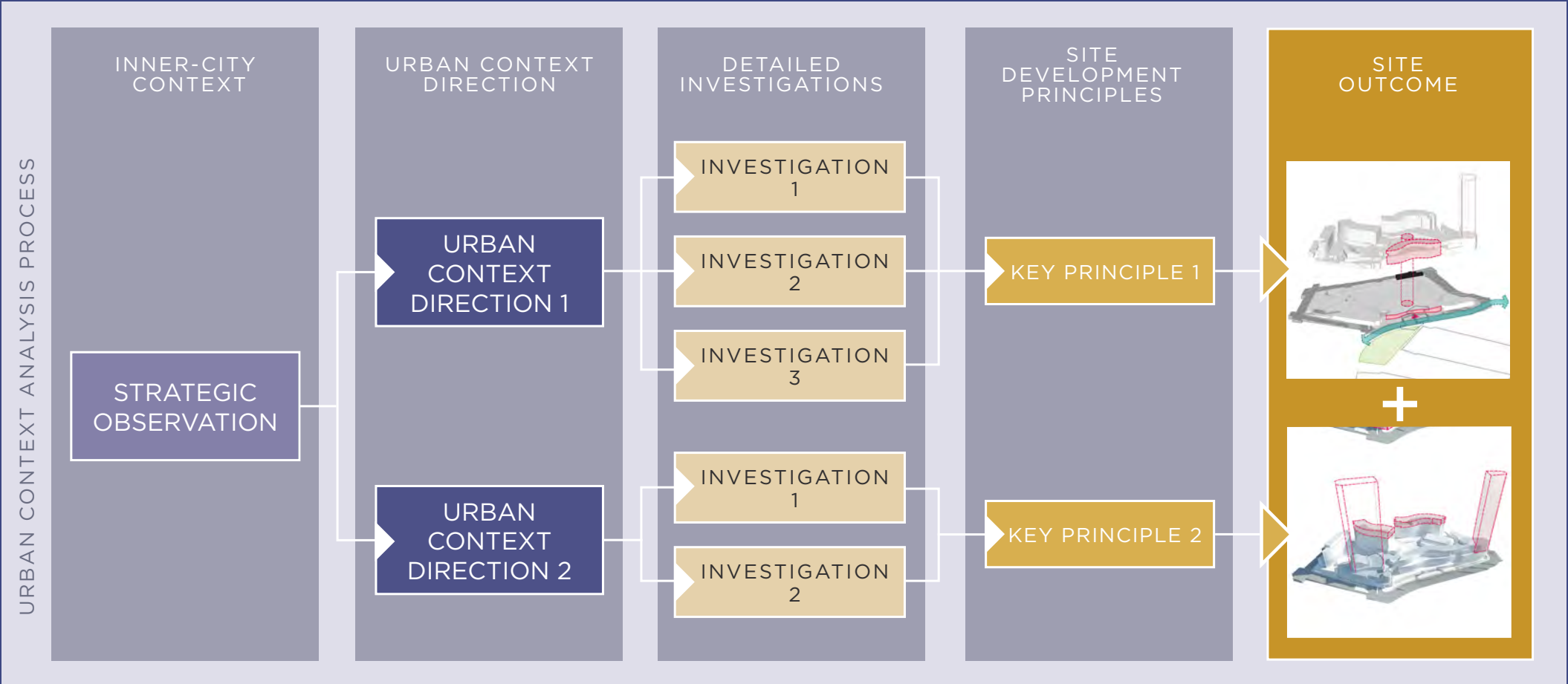


FIGURE 14: Urban context process diagram

A LANDFORM & URBAN MORPHOLOGY

UNDERSTANDING PLACE AND
IDENTITY

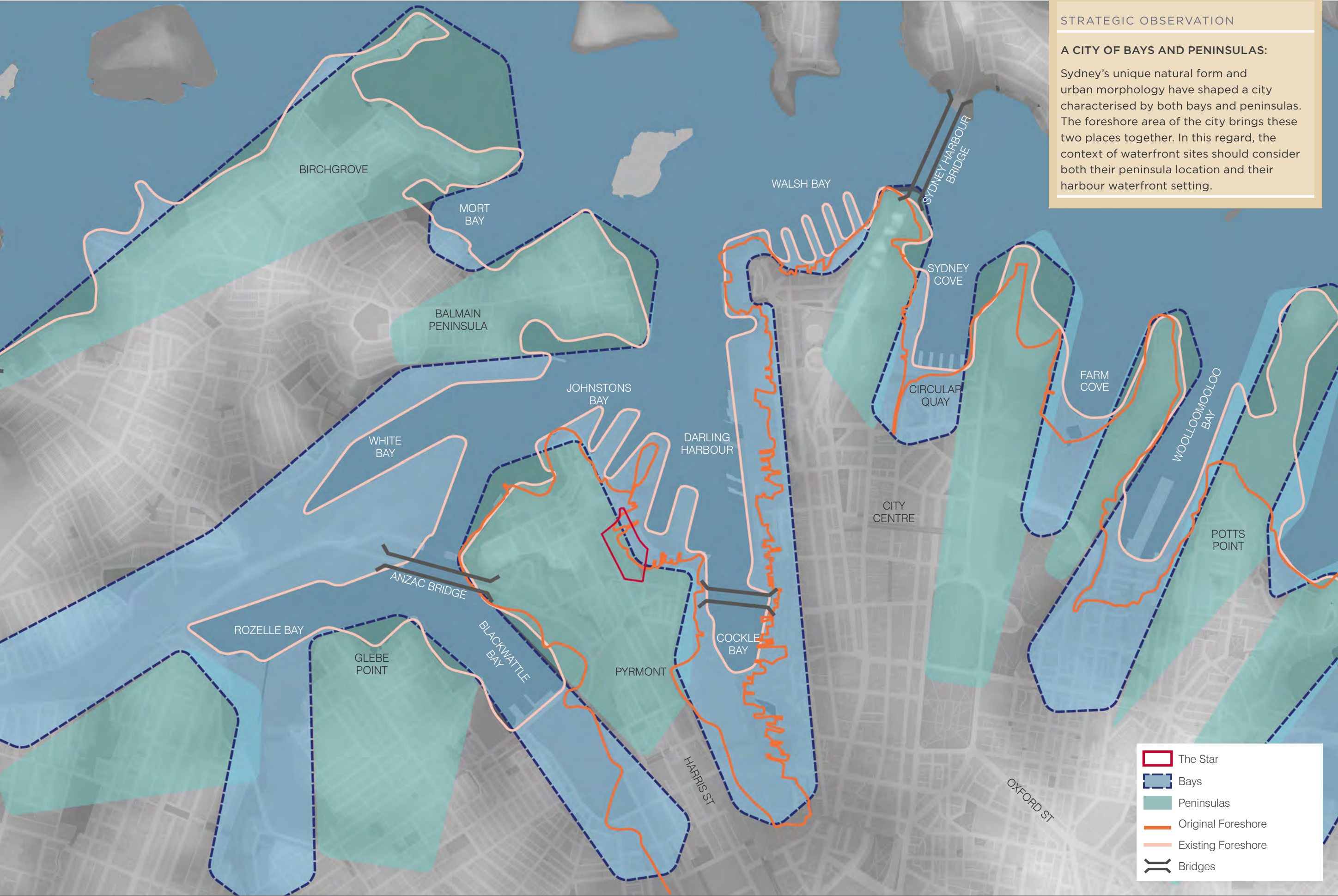
STRATEGIC CONTEXT

Pymont is located immediately to the west of the City Centre and sits on a peninsula which projects out into a network of bays and inlets enclosed by the Balmain Peninsula and Barangaroo Headland. Originally identified for their deep protected waters, this network of bays - including Johnstons, White, Blackwattle Rozelle bays and Darling Harbour, were once the powerhouse of the city's working waterfront. Today they are the site of the city's most significant waterfront renewal areas.

The physical form of this part of the city creates a unique and distinctive visual experience. The long, thin and undulating forms of the peninsulas project into the water to frame a series of in-turn, long, thin and enclosed bays. The narrow dimensions of the waterways results in a strong relationship between buildings on either side of the waterways. Conversely, at the ends of the peninsulas, the exposed tips have a visual context that is expansive, affording them 270 degree waterfront views.

Over time the character of this waterfront environment has changed significantly. As the heartland of industrial Sydney in the 1900's, Darling Harbour and the Pymont Peninsula has been shaped by human settlement. The once rocky water's edge has been replaced by commercial wharves forever changing the definition of the foreshore.





STRATEGIC OBSERVATION

A CITY OF BAYS AND PENINSULAS:

Sydney's unique natural form and urban morphology have shaped a city characterised by both bays and peninsulas. The foreshore area of the city brings these two places together. In this regard, the context of waterfront sites should consider both their peninsula location and their harbour waterfront setting.

FIGURE 15: Strategic analysis: Landform & urban morphology

LANDFORM & URBAN MORPHOLOGY

URBAN CONTEXT

The topography of the Pyrmont peninsula is defined by a primary ridgeline running through its centre along a northeast-southwest alignment. Harris Street generally follows the alignment of this ridgeline.

The change in topography across the peninsula is significant with a number of changes in levels creating barriers to movement across the peninsula in the form of sandstone cliffs. These are the remnants of the many sandstone quarries that littered the peninsula in its early development days. These are located around the tip of the peninsula as well as including a number along the alignment of the original Goods Line (now the light rail). These sandstone cliffs are a prominent physical feature of the neighbourhood and mirror some of the cliffs on the western edge of the city centre.

The Star is located on the eastern slopes of the Pyrmont ridgeline adjacent to the foreshore, fronting Pyrmont Bay and wharves that enclose it. The eastern slopes of Pyrmont peninsula are clearly visible to the western edge of the CBD, Millers Point and Barangaroo and together they frame the Darling Harbour waterway.

Urban development of both Pyrmont peninsula and that in and around Darling Harbour have gone hand in hand over time. The industrial function of the waterway drew the need for residential neighbourhoods for the workers to be developed in close proximity, and remnants of both are still present throughout the area. The historic terraces of the Pyrmont Conservation Area sit alongside state and local heritage items, including the SELS building on the site of The Star.

However, this industrial past has also meant the historic foreshore of the peninsula has all but disappeared. Analysis of the current and original foreshore alignment demonstrates the level of change human development has had on the shape of the waterway.



FIGURE 16: Local context analysis: Topography, landform and heritage

KEY DIRECTIONS:

A.1 A PIECE OF SYDNEY’S HERITAGE:
The evolution of Pyrmont and Darling Harbour are inseparable. As some of the oldest inhabited parts of the city they are also areas that have seen the most significant change. The site of The Star is inextricably linked to this change and includes a piece of this heritage (the SELS building). There are opportunities to further celebrate this heritage through adaptive reuse.

A.2 A SITE OF TWO PARTS: DARLING HARBOUR AND PYRMONT
Bisected by the historic foreshore, The Star is both physically a part of the Darling Harbour waterfront and a part of the Pyrmont peninsula. Any proposed development of the site should respond to the character and context of both of these localities in terms of the scale and form of the built elements.

SITE INVESTIGATIONS:

PYRMONT & DARLING HARBOUR EUROPEAN DEVELOPMENT HISTORY

Pyrmont and Darling Harbour's development history are inextricably linked. Together they have seen several transformations that over time that have remade the areas character and identity - from the variegated water's edge, to the establishment of the original commercial port of Sydney; the urban renewal for Australia's bicentennial and their role today as the city's global waterfront and entertainment precinct. In this context, their development over time has been influenced by that of the other and have collectively been a part of the city that has always been in transition.

Darling Harbour was known to the original inhabitants of the Sydney area, the Cadigal people, as Tumbalong (the southern part) and Koodgi (the northern point).¹ When the First Fleeters arrived, they called the area Long Cove (a reference to the length of the bay), however by 1804, it was generally known as Cockle Bay, after the large amounts of shell middens in the area. In 1826, Governor Darling renamed it Darling Harbour, after himself.

Since at least the 1870s, the area has been continuously characterised by a combination of fine grain residential terraces and much larger scale industrial development including factories such as Colonial Sugar Refining Coy Ltd, the Shell Company of Australia and the Pyrmont Power Station (once located on the site of The Star). The two uses have lived hand-in-hand with one another providing accommodation and employment in close proximity to one another. As a result of this, residential populations in the peninsula have ebbed and flowed with the rise and fall of industry. In this context the fine-grain development of residential terraces and small shops of the Pyrmont Conservation Area have always existed in the context of larger scale development sites and buildings.

More recently, as the early industrial buildings become progressively redundant, the remnant large sites have facilitated more comprehensive urban renewal for residential and mixed-use development on the peninsula. This includes the redevelopment of the CSR Factory to create Jackson's Landing, a residential development comprising a number of medium to high-rise residential buildings. Today, the peninsula is a contemporary mixed-use commercial and residential precinct which includes conservation and heritage buildings set amongst taller tower forms.



FIGURE 17: Changing Sydney: Transformation of the CBD over time (source: Central Sydney Planning Strategy)

PYRMONT PENINSULA AND DARLING HARBOUR TIMELINE OF KEY REDEVELOPMENT PERIODS

PRE 1788: ABORIGINAL OCCUPATION

- Darling Harbour is known as Tumbalong and Koodgi by local Cadigal Aboriginal people

1788 - 1820'S: ESTABLISHMENT OF DARLING HARBOUR AS A SEAPORT

- First Fleeters arrive and call waterway Long Cove (It was commonly known as Cockle Bay). In 1811 the first wharf is built and was soon followed by others. In 1826 it was renamed Darling Harbour to better reflect its role as the commercial port of Sydney.

1820'S - 1950'S: EARLY DEVELOPMENT OF PYRMONT

- 1839: Original subdivision of Pyrmont.

1850'S -1900'S: INDUSTRIALISATION AND RESIDENTIAL ESTABLISHMENT

- Sydney's first railway, the Goods Line, opens.
- Sandstone quarries are established on the western side of the Pyrmont peninsula and are the main industry.
- In 1858 the first Pyrmont Bridge opened.
- From 1860-1890 the subdivision of the Harris and Macarthur Estates occurred providing homes close to new industries. Union Square was established as a commercial centre. These now form the Pyrmont Conservation Area.
- 1870's: Industry established including the City Iron Works and the Colonial Sugar Refinery Company (CSR).
- 1890: Pyrmont and Ultimo are thriving industrial suburbs with a population of close to 19,000 residents. At this time most new residential development had ceased.

1900'S - 1960'S: INDUSTRIAL GROWTH AND RESIDENTIAL DECLINE

- 1900's: The Pyrmont and Ultimo Power Houses opened.
- 1902: Pyrmont Bridge replaced.
- 1906: Waterfront areas resumed by Council as a direct result of the bubonic plague to create commercial waterfront areas at Darling Harbour.
- 1890's - 1960's: 20th century commercial and industrial development woolstores, Pyrmont Incinerator (1934), flour mills (1940), additional power stations (1955) and the Government Printing Office (1960's).

1960'S - 1980'S: INDUSTRIAL DECLINE

- 1960's: Changes to shipping, transportation and manufacturing technology saw the existing wharves and industries of Pyrmont and Darling Harbour become redundant. Completion and 1970's expansion of Port Botany Container Terminal saw decline of shipping in Darling Harbour and closure of industry.
- 1980's: Pyrmont bridge closed to traffic.
- 1984: Closure of the Goods Line.

1980'S - 2010: URBAN RENEWAL

- 1988: Opening of revitalised Darling Harbour as part of Bicentennial celebrations including the Sydney Monorail connecting Darling Harbour, Chinatown, the CBD and the Convention Centre.
- 1988 - 1992: Development of the City West Regional Environmental Plan (REP) and establishment of the City West Development Corporation. Redevelopment of Pyrmont followed.
- 1995: Temporary Sydney Harbour Casino built on wharves 12/13. Permanent casino was established on the current site and opened in 1997.
- 1998-2000: Redevelopment of Darling Harbour as a key precinct hosting the Sydney 2000 Olympics saw development of Cockle Bay and King Street wharves.
- 2000-2013 - Redevelopment of the CSR site as Jacksons Landing saw 2500 residents occupy an additional 1400 apartments, terraces and townhouses. Upon completion Pyrmont was named Australia's most densely populated suburb.
- 2013: Investment in The Star transforms it into an Integrated Resort.

2010 - CURRENT: GLOBAL WATERFRONT

- 2012 - construction at Barangaroo commences with three commercial towers completed by 2017.
- ICC redeveloped includes a new hotel.
- The Star continues investment in Integrated Resort including '6 star' Ritz-Carlton Hotel.

SITE INVESTIGATIONS:

SITE HISTORICAL
BUILT FORM

The current site of The Star was previously occupied by the Pyrmont Power Station, one of two key electricity generating plants located on the Pyrmont Peninsula. The Power Station played a key role in the city both as a visually prominent form on the skyline and in the development of Sydney as captured in the following statement of heritage significance.

“The Pyrmont Power Station was the original generating station for the general reticulation of electricity through the Sydney city area and was one of the largest and most important generating stations in NSW for many years. It was also a major part of Pyrmont life and contributed greatly to its development, as well as to that of wider Sydney.”

The power station was one of a number of significantly scaled buildings within the peninsula and consisted of a 10-12 storey industrial scale building form with upon which sat four distinctive, and highly visible chimney stacks. Both the building itself and more prominently the chimney stacks extended well above other development in the immediately surrounding area. As a result, it formed a significant marker in the inner city skyline within the Pyrmont peninsula and was visible from key public locations around the city.

The power station building was decommissioned in 1983, and after remaining derelict for almost a decade, the site was demolished and redeveloped as The Star City Casino, which was opened in 1995. As part of this redevelopment, the SELS building - on the corner of Pyrmont Street and Jones Bay Road - was retained and stills exists on the site.



FIGURE 18: View from Cockle bay (now Darling Harbour) showing windmill at Pyrmont, c1819-1820



FIGURE 19: View of Pyrmont Power Station behind the construction of Harbourside development 1987

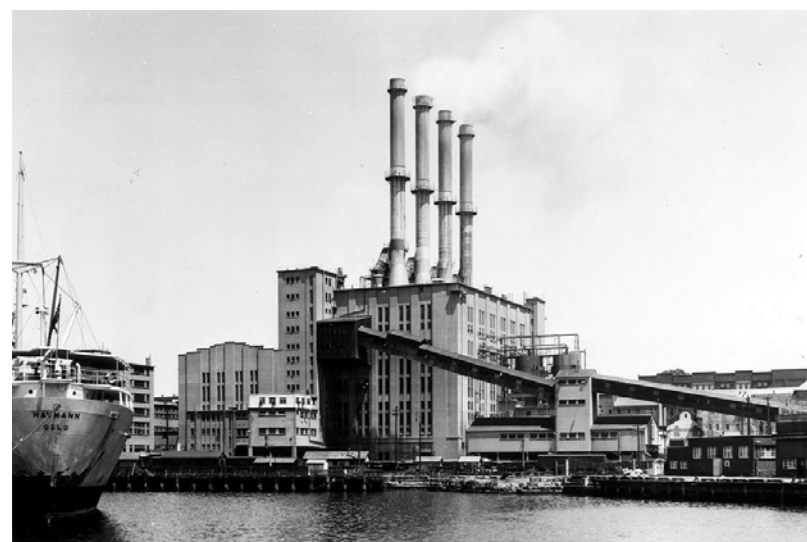


FIGURE 20: View of Pyrmont Power Station from Pyrmont Bay 1958

Description of the Pyrmont Power Station featured in the Sydney Morning Herald at the time of opening:

“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.”



FIGURE 21: Aerial view of Pyrmont Power Station looking towards the CBD 1982



FIGURE 22: Aerial view of Pyrmont Power Station looking west across Darling Harbour 1988

SITE INVESTIGATIONS:

HERITAGE & CONSERVATION CONTEXT

There are a number of heritage items and conservation areas in the immediate context of The Star. The most relevant of these to the proposed redevelopment are:

- The SELS building within the site curtilage and located on the north-western corner;
- Union Square: located just off the south-western corner of the site; and
- The Pyrmont Conservation Area: located to the south-west of the site and including Union Square.

The context and significance of these buildings, spaces and areas is considered in more detail in the following discussion.



Pyrmont Conservation Area

The Star is located immediately to the east of the Pyrmont Conservation Area. The area's significance results from its largely intact 19th century, 2 storey residential and commercial streetscape of the 1860's and 70's. Highlights include the corner hotels, large blocks of Victorian terraces and the retail node at the junction of Union and Harris Streets centred around a public square.

Sandstone features are a key characteristic of the area including kerbing, cutting and stairs which repeats themes evident throughout the Pyrmont peninsula. Additionally, the low-rise built form, tree-lined streets and openness to the sky of the public streets and spaces are the key characteristics of the conservation area and should be retained in the context of any surrounding development proposals.



Union Square

Union Square is the primary public space in the heart of Pyrmont and is located at the meeting of two key axis in the peninsula being Harris Street (along the ridgeline) and Union Street (key east-west link). The square is listed on the Register of the National Estate and is characterised by 2 storey Victorian terraces and pub which frame the space. Trees line the footpaths while there is a significant opening to the sky which contrast with the more enclosed streetscape leading into the space. There are existing views from the square east towards the Astral Hotel and Residences within The Star. There are also some views east to the high-density, contemporary buildings in the Sydney CBD.

Existing buildings adjoining the square result in minimal overshadowing of the space. Again openness to the sky within the square is a key characteristic.



Sydney Electric Lighting Station (SELS) Building

The SELS building, located in the north-west corner of The Star is heritage listed as the former Pyrmont Power Station Administrative building (I1259) under the Sydney Local Environmental Plan 2012 and is also listed on the Register of the National Estate (ID100714). It is the only remaining structure of the original 1904 construction of the Pyrmont Power Station. The statement of heritage significance for the building identifies it as having historic and aesthetic significance on a local level.

The SELS building was designed as the face of the power station addressing the public streets. The building is distinctly Federation in character with Arts and Craft detailing. It is currently used as administration offices for The Star with a small retail space on the narrow northern frontage currently being occupied by a florist. 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 23: Key Plan - Pyrmont heritage and conservation areas

SITE DEVELOPMENT PRINCIPLE:

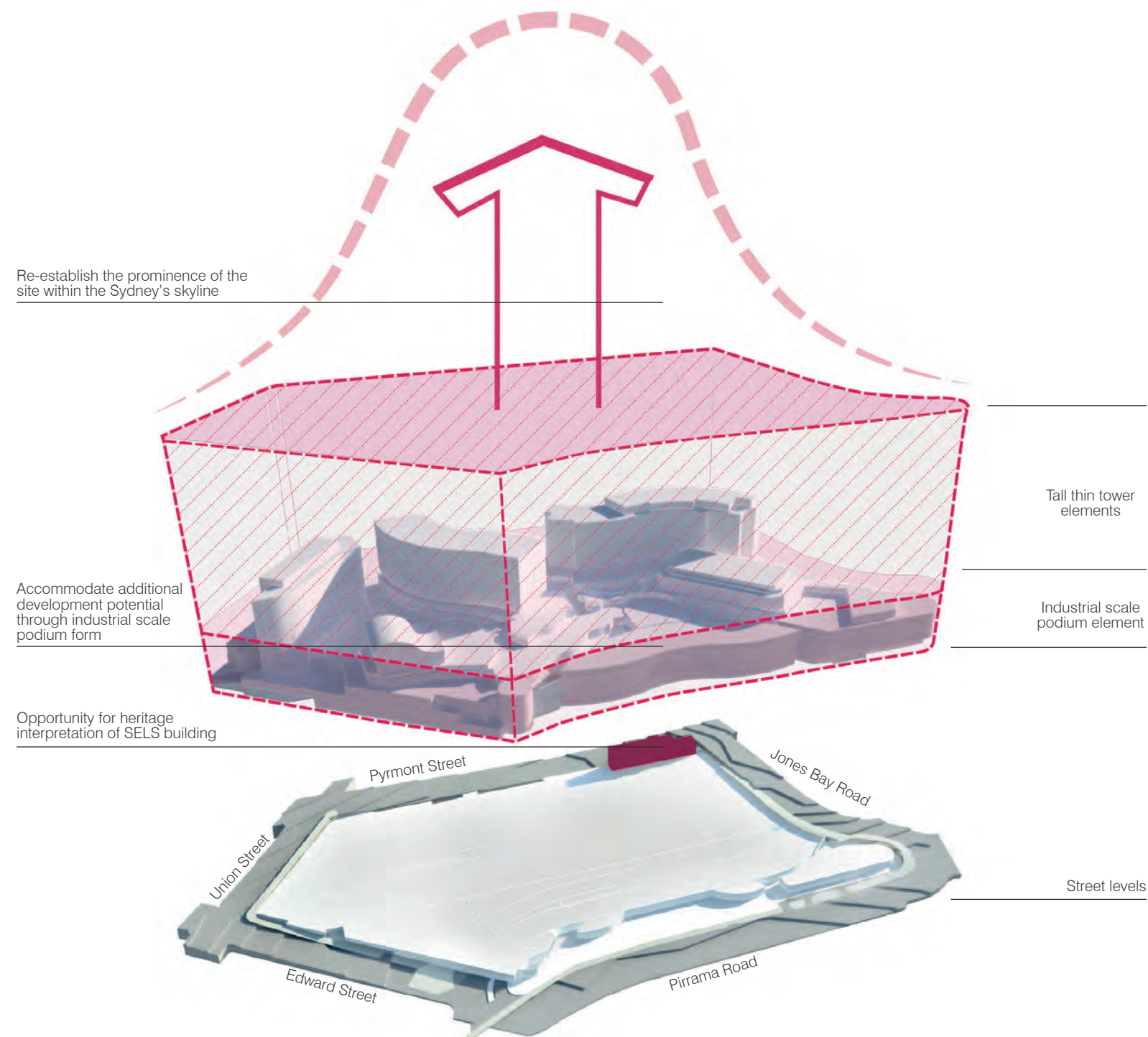
The detailed site investigations presented on the previous pages have identified the following:

There is an opportunity to celebrate both the historical and current significance of the site within the context of the city through both heritage interpretation and re-establishing the visual presence of the site within the Sydney's central city skyline.

SITE OUTCOMES:

- Provide heritage interpretation of the SELS Building through documentation, interpretation and display to unlock the history of the Pyrmont Power Station for appreciation by visitors and employees of The Star.
- Accommodate additional development capacity within the site by embracing the historical industrial-scale podium form of the Pyrmont Power Station.
- Re-establish the site and Pyrmont's visual presence within Sydney's skyline by utilising tall slender tower forms to accommodate future development capacity and to create visual markers.

SITE OUTCOME



SITE INVESTIGATIONS:

LOCAL TOPOGRAPHY

The Star is situated on an urban block bound by Pirrama Road in the east, Jones Bay Road in the north, Pyrmont Street in the west and Edward Street in the south. In front of the site is a series of heritage listed wharves including Darling Island and Jones Bay Wharf as well as Pyrmont Park.

Throughout the city, the sandstone that sits beneath the city is exposed as a series of natural, dramatic escarpments that separate the water's edge from high land and provide clear definition of place. In the context of the Darling Harbour waterway, man-made sandstone cuttings create this definition on both sides of the harbour.

On the City Centre side, Barangaroo is defined by the cutting that runs alongside Hickson Road separating it from Millers Point. On the Pyrmont side, immediately to the north of The Star, a sandstone cliff extends from Pirrama Park through the site of The Star. A man-made feature, the cutting is a remnant from one of the over 50 quarries that dotted the peninsula. They provided the city with the notable stone that was used extensively in building the city, including many now heritage listed public buildings and conservation areas.

The cutting immediately adjacent to The Star wraps around the foreshore separating foreshore parks and wharves from higher development on the peninsula. The cuttings mark the transition from foreshore land to higher ground as reflected in the SHFA landscape character mapping series which defines the extent of foreshore land. This sandstone frames the human scale experience and mimics industrial scale podium forms presenting an opportunity to utilise this material in such locations of the future redevelopment.

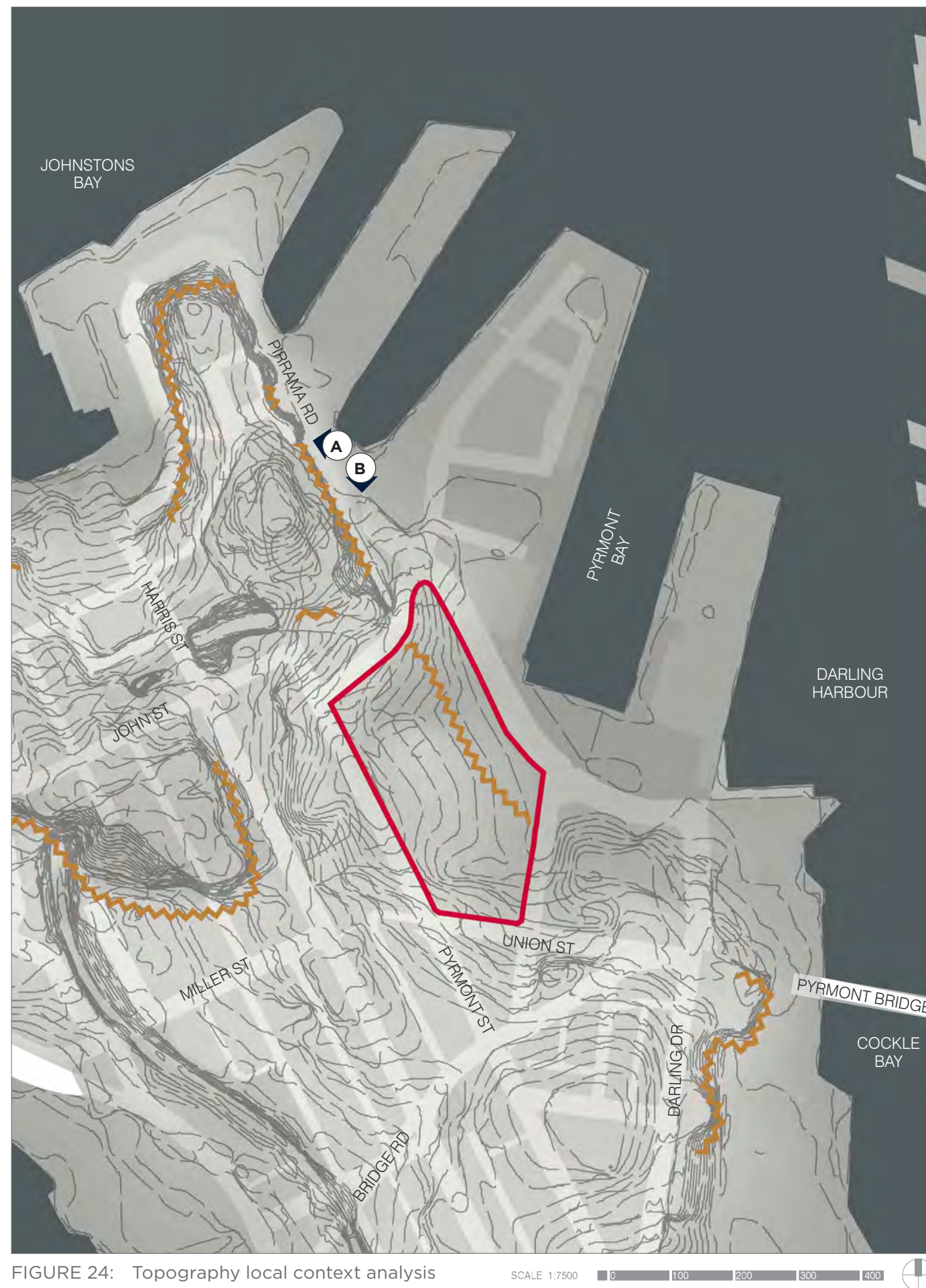


FIGURE 24: Topography local context analysis

SCALE 1:7500 0 100 200 300 400



FIGURE 25: Photo A of existing sandstone cliffs



FIGURE 26: Photo B showing roadway exit from The Star service vehicle corridor adjacent to sandstone cliff and location of buildings above and below the cliff

- The Star
- Contours
- ⚡ Sandstone cliff
- A Direction of reference photo