

## SITE INVESTIGATIONS:

## SITE DEVELOPMENT HISTORY

The Star is located on the eastern side of Pyrmont peninsula, one of Australia's most densely populated suburbs. It also occupies the enviable position of being a waterfront site on the western foreshore of the Darling Harbour waterway, one of the city's most vibrant waterfront precincts. The Pyrmont peninsula, including Darling Harbour, has a varied and fascinating history with the development of each location being inextricably linked to one another. Understanding the relationship the site has to both its land-side and waterfront context is essential in understanding the identity of the site.

Investigations into a series of historical maps depicting development and planning on the site over time reflects this dual characteristic. This analysis reveals the site has always been configured of two parts at different times relating both to its waterfront context of the Darling Harbour waterway and its land-side context of the Pyrmont peninsula.



This map (1855) depicts the first subdivision in Pyrmont accessed off Pyrmont Street along with the original alignment of the harbour foreshore. Overlaying the current day site of The Star reveals that it was originally located half on the peninsula of Pyrmont and half within Pyrmont Bay. In this map Darling Island, a small rocky island only connected to the mainland by a tidal mud flat, is located to the north of the site.



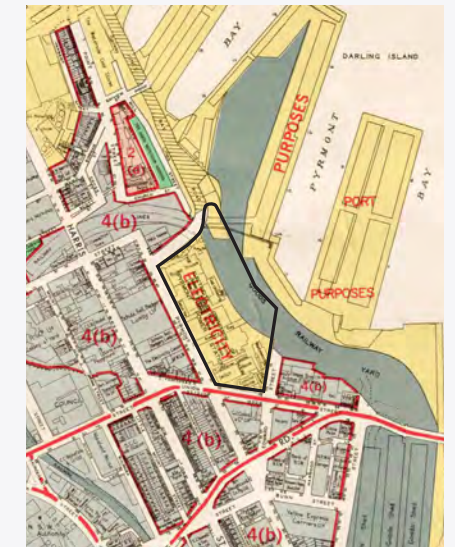
Industrial development gradually modified the foreshore connecting Darling Island to land by a permanent causeway and eventually into a series of large wharf structures with long straight berth edges extending out over the water. Within the site, the foreshore area was filled to accommodate the Goods Line railway out to Darling Island. This reflects the gradual but significant transformation of the natural waterway into a working harbour (1903).



The Goods Line was then extended around the Pyrmont peninsula and the site became home to one of the city's first power stations. The industrial age saw the transformation of Pyrmont in which many of the fine grain buildings gave way to larger industrial scale buildings (1965).



One of the first planning schemes for the City of Sydney identified the site as part of the industrial scale of uses that characterised Darling Harbour with the finer grain of Pyrmont being defined to the western side of Pyrmont Street (1958).



Subsequent planning schemes for the City of Sydney also maintained the distinction of the site as more closely related to Darling Harbour uses than to Pyrmont especially in terms of its role and function in the city (1971).

FIGURE 27: Historic map series of the site depicting the change in landform, development patterns and planning framework

## SITE DEVELOPMENT PRINCIPLE:

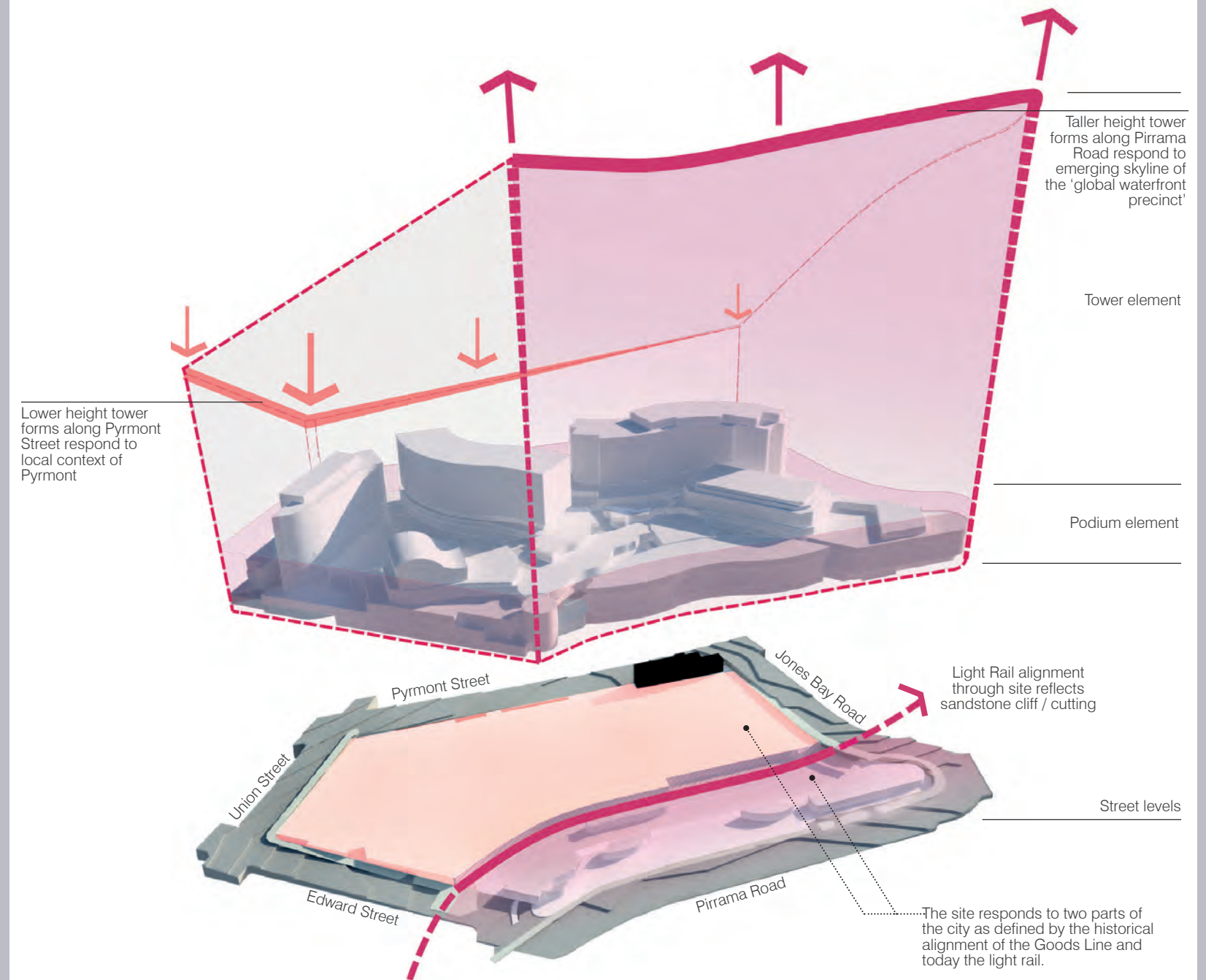
The detailed site investigations presented on the previous pages have identified the following:

**The Star is a site of two parts. Any proposed investment into the site needs to both respect the heritage context of Pyrmont whilst embracing the emerging character of development on both sides of Darling Harbour.**

## SITE OUTCOMES:

- 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 (where appropriate) on the base or podium levels of the development.

## SITE OUTCOME





# B ACCESS & ARRIVAL

## THE SITE AS A DESTINATION

### STRATEGIC CONTEXT

Sydney's undulating topography, harbour setting and embayed foreshore edge have had a significant influence on the development of the city as a whole as well as its transport network. This has resulted in both a highly unique approach, including an extensive water-based transport network, and many challenges due to the undulating topography, peninsula formation and central harbour.

Darling Harbour has always played a significant role in the movement of people and goods in Sydney. Upon European settlement, it became the city's most important working waterfront and was soon home to the country's first rail line, the Goods Line, in 1813. From this day until the last train left in 1984, it was the hub of the state's logistic network. In this way, from its very beginning the harbour was the country's connection to the rest of the world.

Today Darling Harbour is a major visitor attraction for interstate and international tourists. And the recent redevelopment of Barangaroo has seen a global response to the waterfront for locals living and working in the central city. However, public transport access to Barangaroo, Darling Harbour and Pyrmont are not necessarily well connected. Currently Darling Harbour and Pyrmont are serviced by both Sydney's light rail network, which runs along the historic Goods Line connecting to Central Station, as well as a major water transport network for both commuters and tourists out of Darling Harbour and Pyrmont Bay.

For residents and workers located adjacent to Sydney Harbour, ferry travel is the most practical way of commuting to around Sydney. However, Sydney's ferries provides a unique public transport service which is also a much loved tourist experience. The view of the city from the harbour is one of its most iconic and loved.

In terms of rail connectivity, additional improvement is needed. Over the next 20 years, Sydney is undertaking over \$8.1 billion of investment in improvements to the transportation network including both upgrades to road networks as well as major public transport initiatives. For Pyrmont and Barangaroo this includes the proposed Sydney Metro West which includes a new metro service connecting the CBD to Parramatta. Already provision for stations at Barangaroo and Pyrmont, adjacent to The Star, are included.





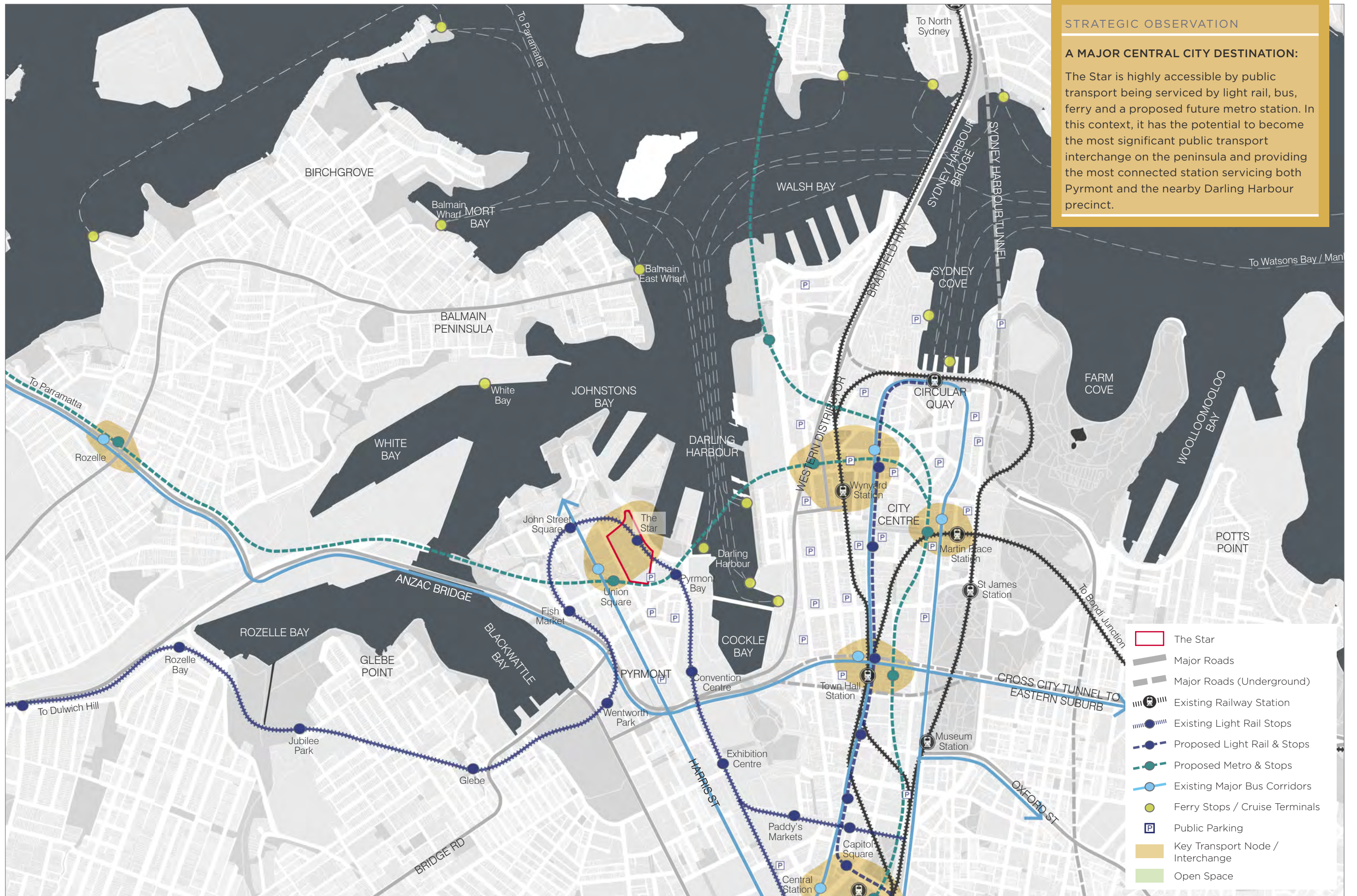


FIGURE 28: Strategic analysis: Public transport & vehicle access