

ACCESS & ARRIVAL

URBAN CONTEXT

As Sydney's only existing integrated resort, The Star is a major international tourist destination as well as being a significant local attractor. The experience of the journey getting to The Star as well as celebrating arrival upon reaching the destination is a major opportunity to better integrate the facility into the everyday life and fabric of the city.

The Star already functions as a significant transport node servicing the Pyrmont peninsula and the western foreshore of Darling Harbour. It brings together a number of public transport modes including light rail and bus. This public transport offer has the potential to be further enhanced in the future with the proposed metro station near Union Square.

In addition to public transport, The Star is also a major destination for visitors and locals. In this context it also functions as a major private transport hub including taxi, water-taxi, limousines, private hire cars and both charter and shuttle buses. The following section provides an overview of the current public and private transport access to The Star. Additionally, future proposals and improvements are also identified.

LIGHT RAIL (EXISTING)

The Sydney Light Rapid Transit links The Star with Darling Harbour, Chinatown and Central Station. Services operate 24 hours a day, 365 days a year at a frequency of 10-15 minutes. The Star currently pays the full cost for its staff to travel on the light rail between Central Station the The Star.

BUS (EXISTING)

Pyrmont is serviced by the 389 bus which connects the Maritime Museum to North Bondi via the CBD. The service offers a high frequency departing every 10-15 minutes during the day and drops off passengers at both Harris Street near Union Square or on Pirrama Road at Pyrmont Bay Park, directly opposite the entrance to The Star.

FERRY (EXISTING)

Darling Harbour is one of two major ferry interchanges in the city, second only to Circular Quay. Connections to The Star vis ferry and water taxi services are available from Pyrmont Bay Wharf located on the western side of Darling Harbour approximately 200 m from The Star, in front of

the Maritime Museum. Scheduled Sydney Ferries services link Pyrmont Wharf with Darling Harbour, Balmain, Milsons Point and Circular Quay. Sydney Ferries services run throughout the day, with the last ferry dropping off/picking up at Pyrmont Bay Wharf at 10.30pm.

SYDNEY METRO WEST (PROPOSED)

In November 2016, the NSW Premier unveiled plans for a metro style rail line from the City to Parramatta connecting to the Bays Precinct and Sydney Olympic Park. Already allowance has been made underneath the Darling Hotel to accommodate a metro train line with a potential station identified for Union Square.

PRIVATE TRANSPORT

Private transport to The Star is well catered for and dedicated drops offs are provided on Pirrama Road and Pyrmont Road for all modes be it private vehicle, taxi, charter bus or limousine. The Star also owns and operates a private wharf in Pyrmont Bay adjacent to Pirrama Road.

VEHICLE ACCESS TO THE SITE

Vehicle access to the site is relatively direct from major arterial roads which serve the area including the Western Distributor, Anzac Bridge and Cross City Tunnel. These provide access to the local street network within Pyrmont and onto the site via Pyrmont Bridge Road, Edward Street, Union Street and Pirrama Road. Frequent routes leaving the site also include Pyrmont Street, Murray Street and Darling Drive. In terms of network and intersection performance, analysis of the surrounding network reveals that nearly all are providing good levels of service in all peaks. Most of the community concerns regarding traffic in the area relate to special events and/or taxi operational issues specifically taxis queuing along Pirrama Road.

MODAL SHIFT

Recent transport studies have revealed a general trend over the last ten years of a modal shift from private vehicles to public and active transport for journey to work travel data in Pyrmont. This shows with the vehicle driver mode share reducing from approximately 50% in 2001 to 38% in 2011.



FIGURE 29: Vehicular movement local context analysis



FIGURE 30: Local context analysis: Public and private hire transport

SCALE 1:7500 0 100 200 300 400

KEY DIRECTIONS:

B.1 A CENTRAL CITY DEVELOPMENT SITE WITH SIGNIFICANT CAPACITY:

The city is growing and expanding to the western bays over the next 20 years. The Star's location at the heart of this expansion and within the emerging 'global waterfront precinct' of Darling Harbour, Barangaroo and Pyrmont is set to undergo significant change. Future enhanced connectivity presents the opportunity for investment in a site that has significant development capacity.

B.2 A PUBLIC TRANSPORT NODE:

The Star is set to become part of a key multi-modal transport hub and is already a major destination for visitors and locals. Its waterfront setting presents significant potential to provide a memorable arrival experience within the emerging 'global waterfront precinct'.

- The Star
- Vehicle access site
- Existing light rail
- Proposed Sydney Metro West
- Existing bus routes and stops
- Public ferry wharf
- Private wharf
- Key transport interchange
- On-site underground parking
- Nearby public parking station

SITE INVESTIGATIONS:

CITY-WEST REDEVELOPMENT
CAPACITY

Sydney is currently undergoing a significant transformation. Guided firstly by the vision for Parramatta as the city's second CBD and more recently with the Greater Sydney Commission's vision for a metropolis of three city's, strategic investment in the city is seeing a refocusing of the city towards the west. At a local scale the effects of this move westward is already seeing significant transformations.

Within the City Centre, the redevelopment of Barangaroo has revitalised the western foreshore and reshaped the scale of development in this location. This redevelopment has been followed by the identification of an opportunity for the western edge of the city to grow in scale and capacity as considered in the *draft Central Sydney Planning Strategy*.

The strategy identifies the growth of the CBD, in the short to medium term, as both up - in key locations including the Western Edge - and out - towards Central to Eveleigh in the south-west. However, in the long-term, the future potential of the Bays Precinct is recognised as a significant opportunity for expansion of business and residential uses. And planning for the first stage of the Bays Precinct, the Fish Markets, has already begun.

Between the CBD and the Bays Precinct, a number of the larger sites in Darling Harbour have also seen significant investment with the sites of the Darling Harbour Live Precinct, including the ICC, Darling Square and the IMAX all undergoing complete redevelopment. Further proposals for significant investment have also emerged for Harbourside and Cockle Bay.

The proposed built form of many of these singular large redevelopment sites has included tall tower forms in locations by the waterfront where previously there was lower forms of development, significantly transforming the character of the waterfront in this area. These sites share a number of characteristics which are often key drivers for redevelopment and present an opportunity for realising latent development capacity including:

- Their proximity to Sydney's CBD as well as their collective emerging identity as the city's 'global waterfront' precinct;
- Proximity to planned investment in transport infrastructure which will improve connectivity;
- Access to waterfront amenity and significant waterfront public spaces and walkways; and
- Larger development sites which have the ability to accommodate taller building forms and development quantum whilst delivering improved amenity outcomes on the ground plane and podium elements.

The Star is one of the few remaining large single-ownership sites along Sydney's iconic waterfront. It is located within the emerging 'global waterfront' precinct which includes Darling Harbour and Barangaroo as well as being centrally positioned between the CBD and its future expansion into the Bays Precinct.

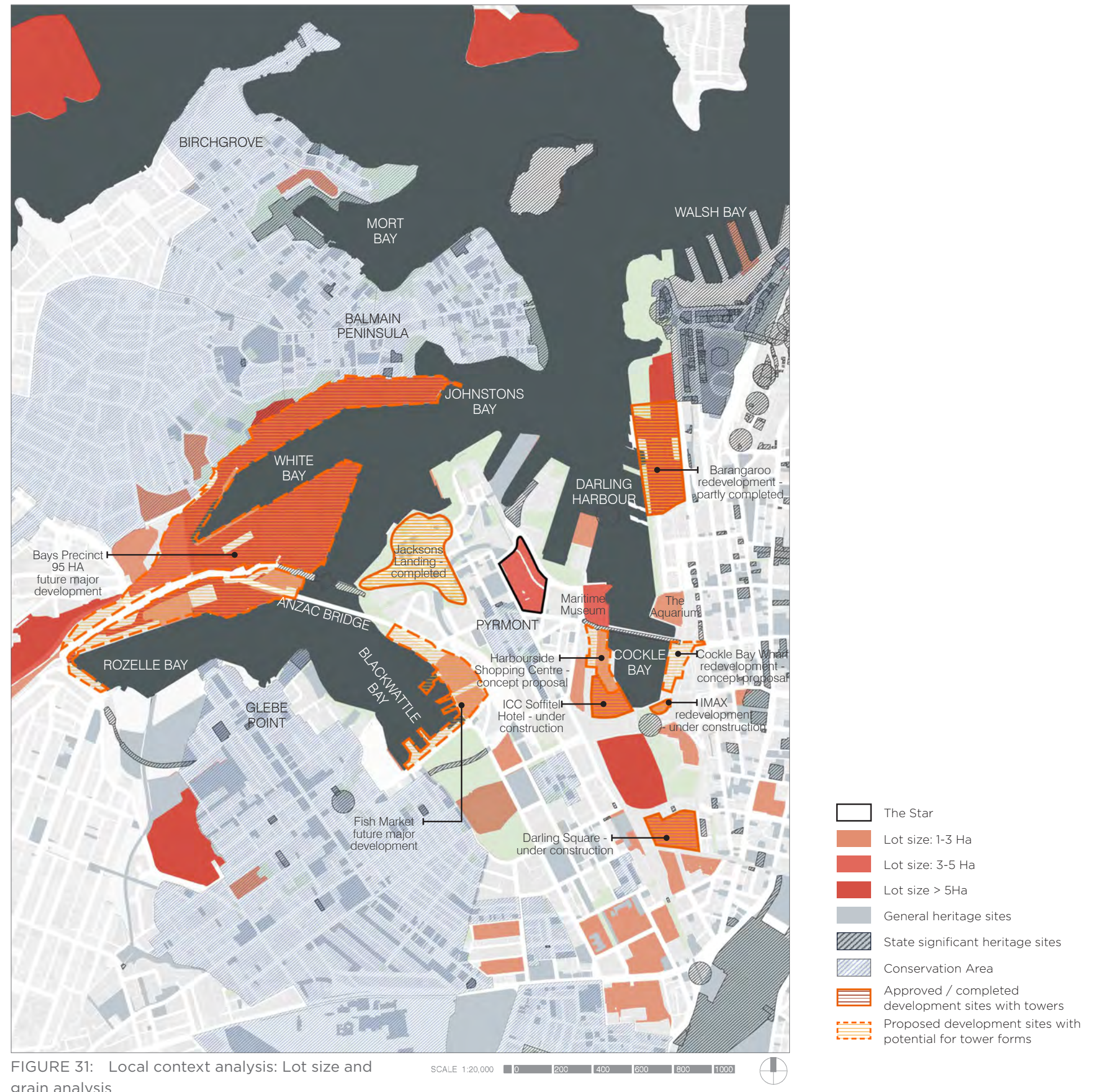


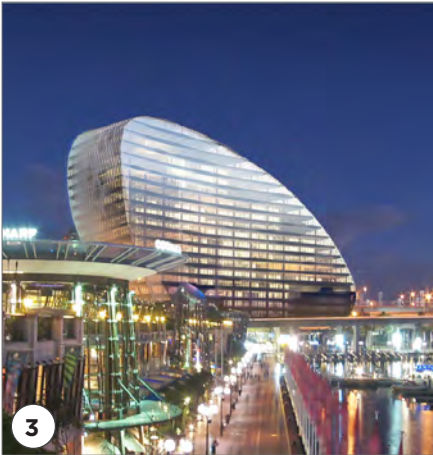
FIGURE 32: Recent development proposals around the Darling Harbour waterfront



BARANGAROO:
INTERNATIONAL TOWERS &
CROWN PLAZA



COCKLE BAY WHARF



THE RIBBON (UNDER
CONSTRUCTION)



INTERNATIONAL
CONVENTION CENTRE
(ICC) INCLUDING DARLING
HARBOUR LIVE & SOFFITEL
(ALMOST COMPLETE)



DARLING SQUARE



HARBOURSIDE SHOPPING
CENTRE

SITE INVESTIGATIONS:

SITE DEVELOPMENT
CONSTRAINTS

The Star's is situated on approximately four hectares of land. In the context of the scale of recent development proposals in and around the Darling Harbour waterfront, the site has significant capacity to accommodate additional development within the site bounds. In order to understand the capacity for development, both now and in the future, an investigation was undertaken to identify locations which could accommodate additional tower forms and the size and scale of these. The investigation considered the following key factors in identifying these locations: buildability, existing structural capacity, separation from existing buildings, existing heritage structures, interruption to existing business operations and services and requirements for transport operations.

HERITAGE

The heritage listed SELS building is located on the corner of Pyrmont Street and Jones Bay Road. It was identified that while it is structurally possible to accommodate a new tower form in this location, from a heritage perspective, this would not be desirable.

TRANSPORT

Within the site there are three main elements of transport infrastructure that form key constraints to future development potential:

1. The combined light rail and internal service road corridor along the Pirrama Road frontage including:
 - An easement comprising the light rail corridor that runs north-south through the site;
 - A parallel service road for deliveries and loading including access to the Event Centre; and
 - There are two access ramps to the basement carpark on the buildings South Eastern side which provide access to Sovereign car parking directly and to public parking.
2. The main porte cochere on Pyrmont Street; and
3. The proposed future metro tunnel located beneath the Darling Hotel parallel to Union Street at the southern end of the site.

STRUCTURAL

The site includes three existing tower forms being two hotels and a residences building. The Astral Hotel and Astral Residences sit directly over the entries to the main gaming floor. Works adjacent to these structures are limited to avoid disturbances to guests and to avoid any noise or vibration throughout the gaming floor. The

Darling Hotel is constructed as a separate structure to the main casino construction and sits above the metro tunnel void.

SERVICES

There are a large number of existing services across the site which are vital to the continual operation of the facility. The site has significant hydraulic, electrical and mechanical services across the site which provide the facility with the ability to operate continually.

OPERATIONAL

The Star Casino is a 24 hour a day operational facility and the impact to the business operations is a key consideration in any works on site. Due to the nature of the business, working hour restrictions and adjacent building sites can have a significant impact on operation.

- Sovereign Resort: Gaming operations generate a significant portion of the revenue for the site and are heavily regulated. This limits the ability for major modifications to gaming areas to accommodate work zones. In conjunction with existing tenancy arrangements and potential expansion both in the immediate and long term of the sovereign area, this limits potential development over this area.
- The Multi Use Event Facility (MUEF): The MUEF is situated on-top of the existing Level 03 roof and is located directly over the main gaming floor. Service operations to the facility operate through a goods lift to the north of the site. The event centre is not a 24 hour operational facility, although it does operate in a number of ways with both daytime and evening events occurring.
- The Lyric Theatre: The theatre is owned operated by a separate entity from The Star. The theatre has performances thorough the day where acoustics and vibration are extremely important to the operation of the venue.

OWNERSHIP

While structurally there is opportunity to support a tower on the site of the Lyric Theatre, it is currently owned and operated by a separate entity other than The Star.

TOWER OPPORTUNITIES

Based on the above considerations, four potential tower locations were identified within the site. This included:

- Two along Pyrmont Street which while structurally possible, are not feasible due to proximity to the existing Astral Hotel and Residences;
- A longer-term potential location for a tower over the location of the current Lyric Theatre but not possible due to ownership issues, environmental impacts and structural stability; and
- An immediate potential location for a tower at the northern end of the site on the corner of Pirrama and Jones Bay roads.

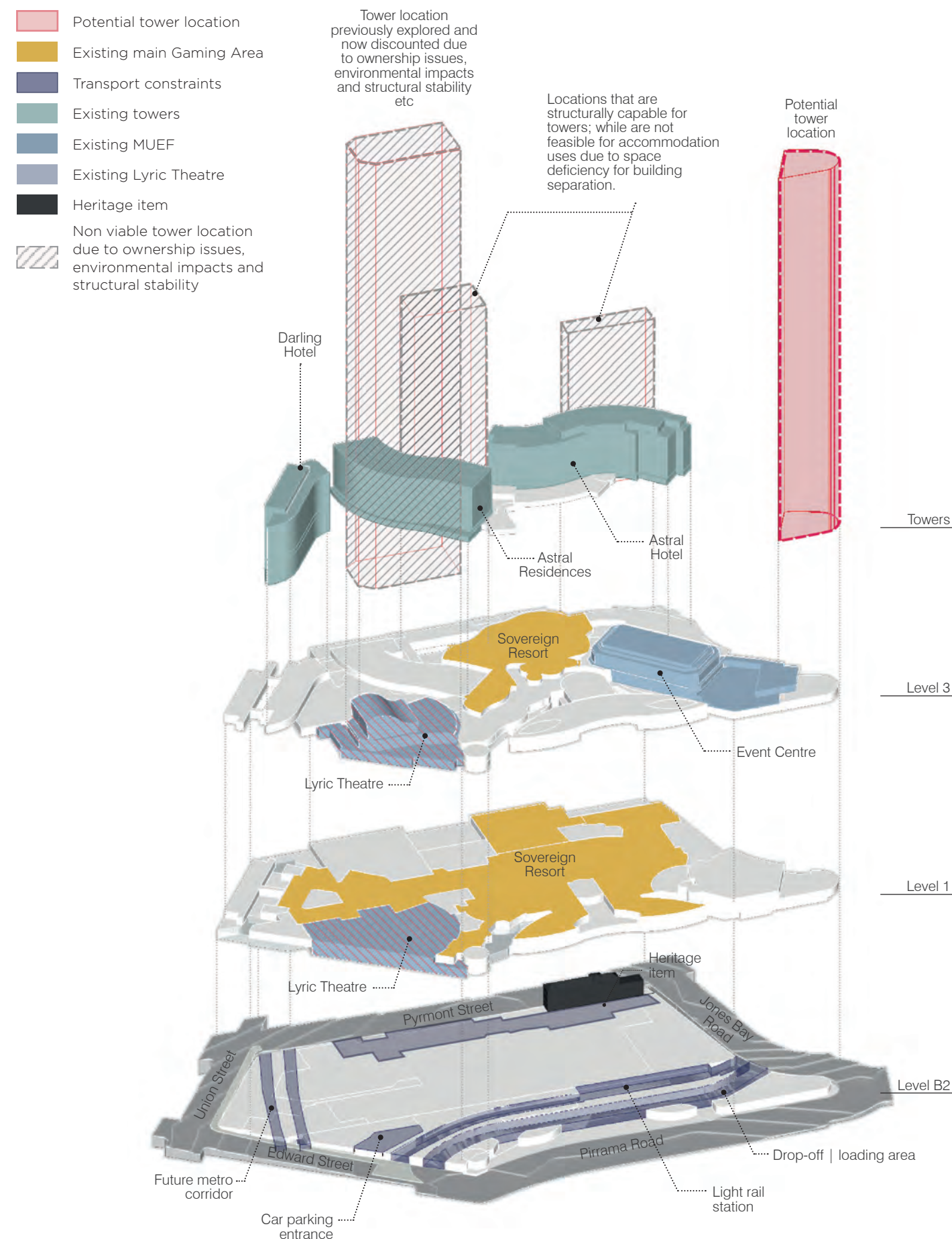


FIGURE 33: Development constraints identification

SITE DEVELOPMENT PRINCIPLE:

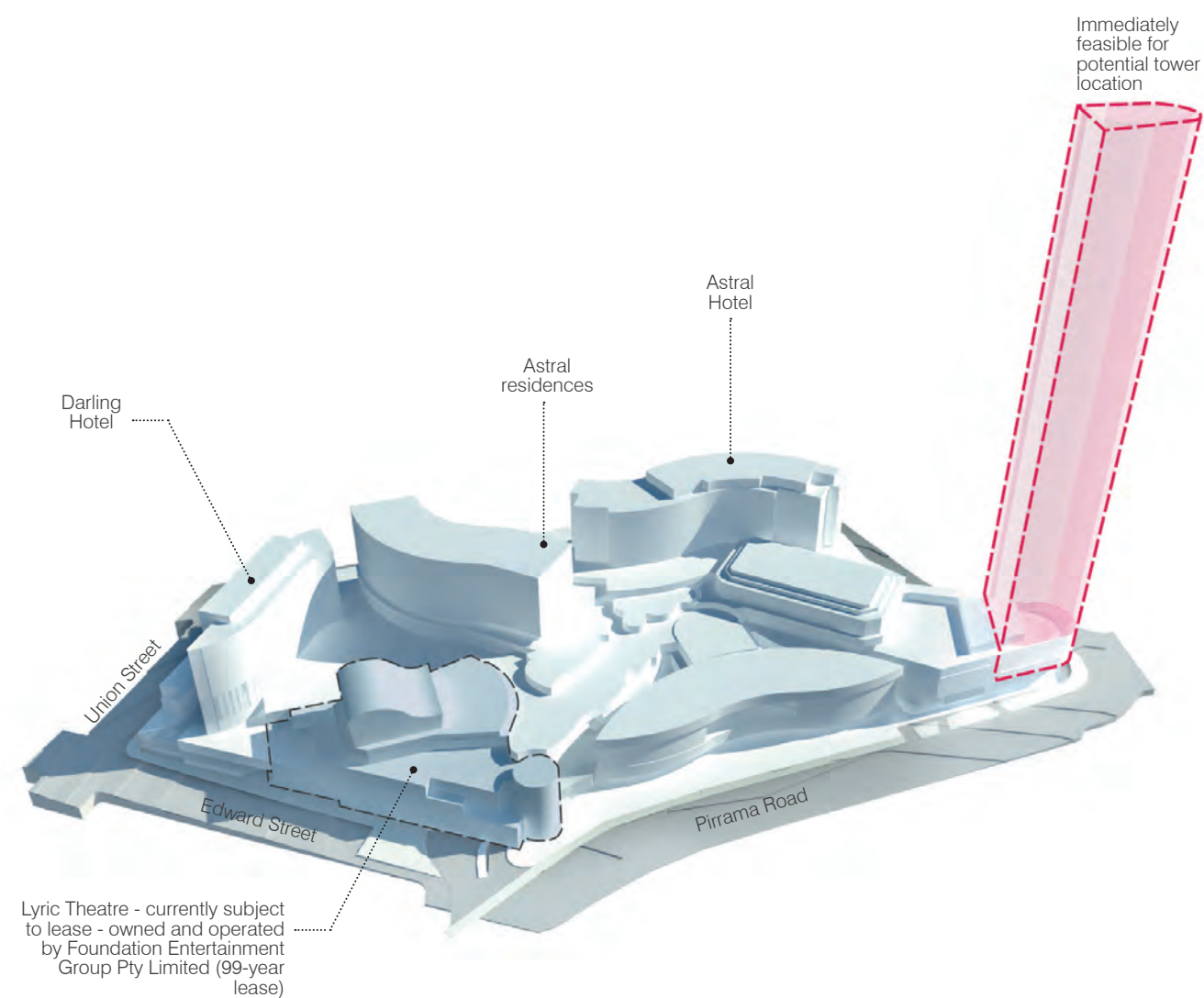
The detailed site investigations presented on the previous pages have identified the following:

There is an opportunity to realise the development capacity of The Star and maximise benefits of future investment in future transport infrastructure.

SITE OUTCOMES:

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

SITE OUTCOME



SITE INVESTIGATIONS:

LIGHT RAIL ARRIVAL

LIGHT RAIL DEVELOPMENT

Sydney's light rail network currently consists of a 12.8 km line stopping at 23 stations in the inner-west from Dulwich Hill to Central Station where it provides an interchange to Sydney's suburban train network. Locally, the light rail links The Star with Darling Harbour, Chinatown and Central Station and operates 24 hours a day.

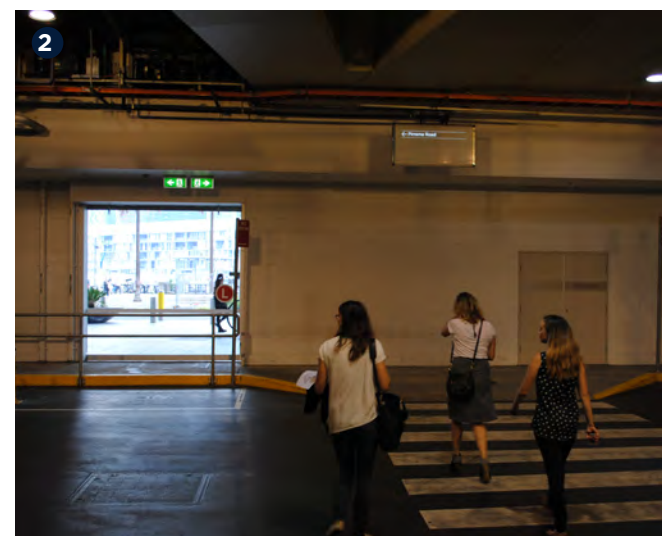
The light rail originally opened in 1997 along the historic Goods Line railway alignment with two extensions west in 2000 and again in 2014. There are plans to further expand this network across Sydney with construction of a second line already underway from the CBD along George Street to the south eastern suburbs terminating at Randwick and additional routes under investigation.

There is an existing light rail station located beneath The Star situated at-grade with Pirrama Road, however located behind existing building structures and somewhat both visually and physically separated from the street. The current access arrangements to the platforms from Pirrama Road presents a number of challenges including:

- Poor visibility and limited access points from Pirrama Road;
- Vehicle / pedestrian conflicts with both the taxi drop-off zone along Pirrama Road which experiences queuing and double parking and the internal service lane parallel to the light rail corridor; and
- Poor legibility and wayfinding into the including potentially convoluted movements via the main access points as presented by the escalators into The Star.



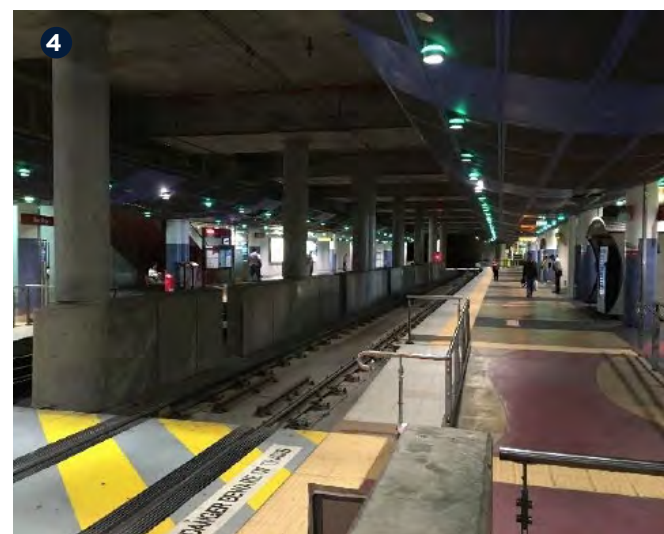
Light Rail station at The Star entrance



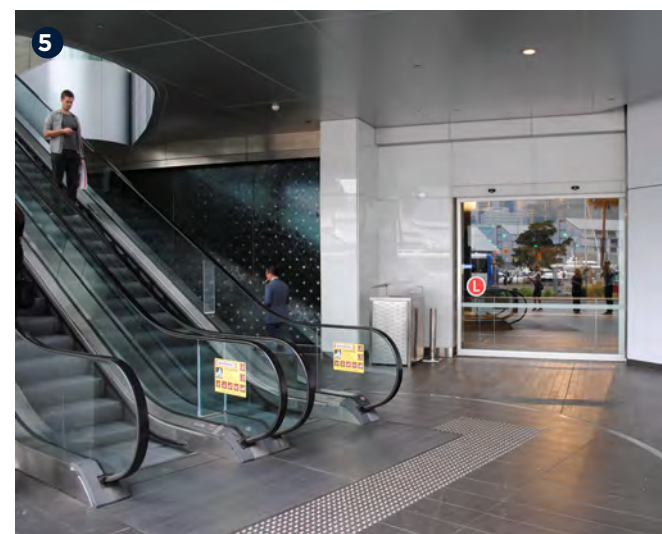
Light Rail access to Pirrama Street



Waterfall wall block view at Light Rail street entrance



Light Rail at-grade platform crossing at The Star



Light Rail access from Pirrama Street



Taxi exit interfere with pedestrian walk at entrance



Port Cochere besides Light Rail



Light Rail secondary access from Pirrama Street



Pedestrian cross activity without proper route

FIGURE 34: Photo audit of light rail arrival experience

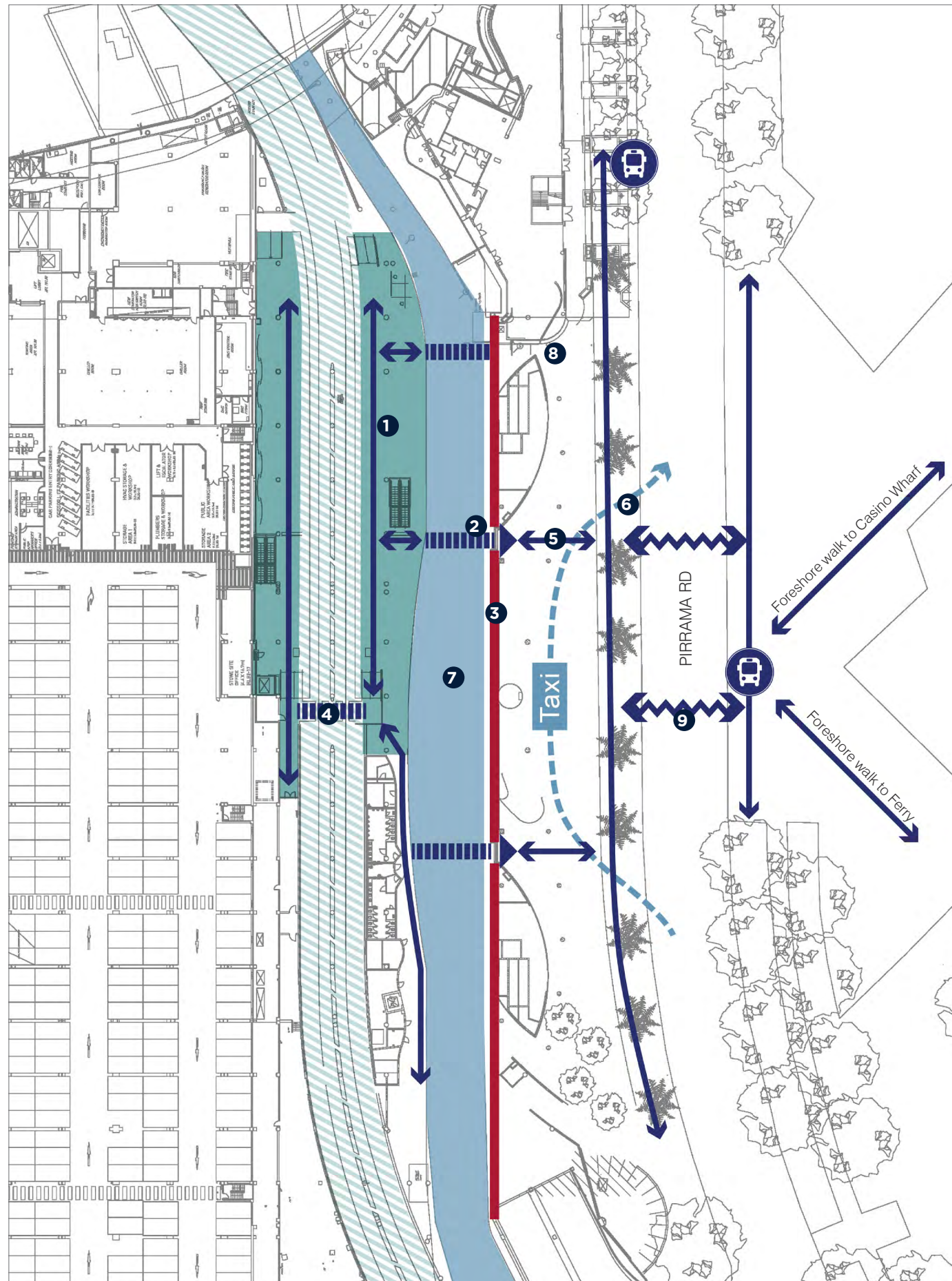


FIGURE 35: Site analysis: The Star light rail arrival experience (plan)

SCALE 1:800 0 10 20 30 40

- ↔ Pedestrian movement
- ⚡ Pedestrian movement along desire lines with no designated crossing
- ||||| Pedestrian priority crossing
- ▶ Light Rail street access
- 🚌 Bus stop
- Taxi Taxi drop-off
- - - Porte cochere
- Service Road
- Solid wall
- Light Rail platform
- Light Rail corridor

- Pedestrian link to The Star light rail station
- Temporary waiting and drop-off area & taxi bay driveway
- Internal vehicular service corridor along Pirrama Road
- Light rail corridor and platform

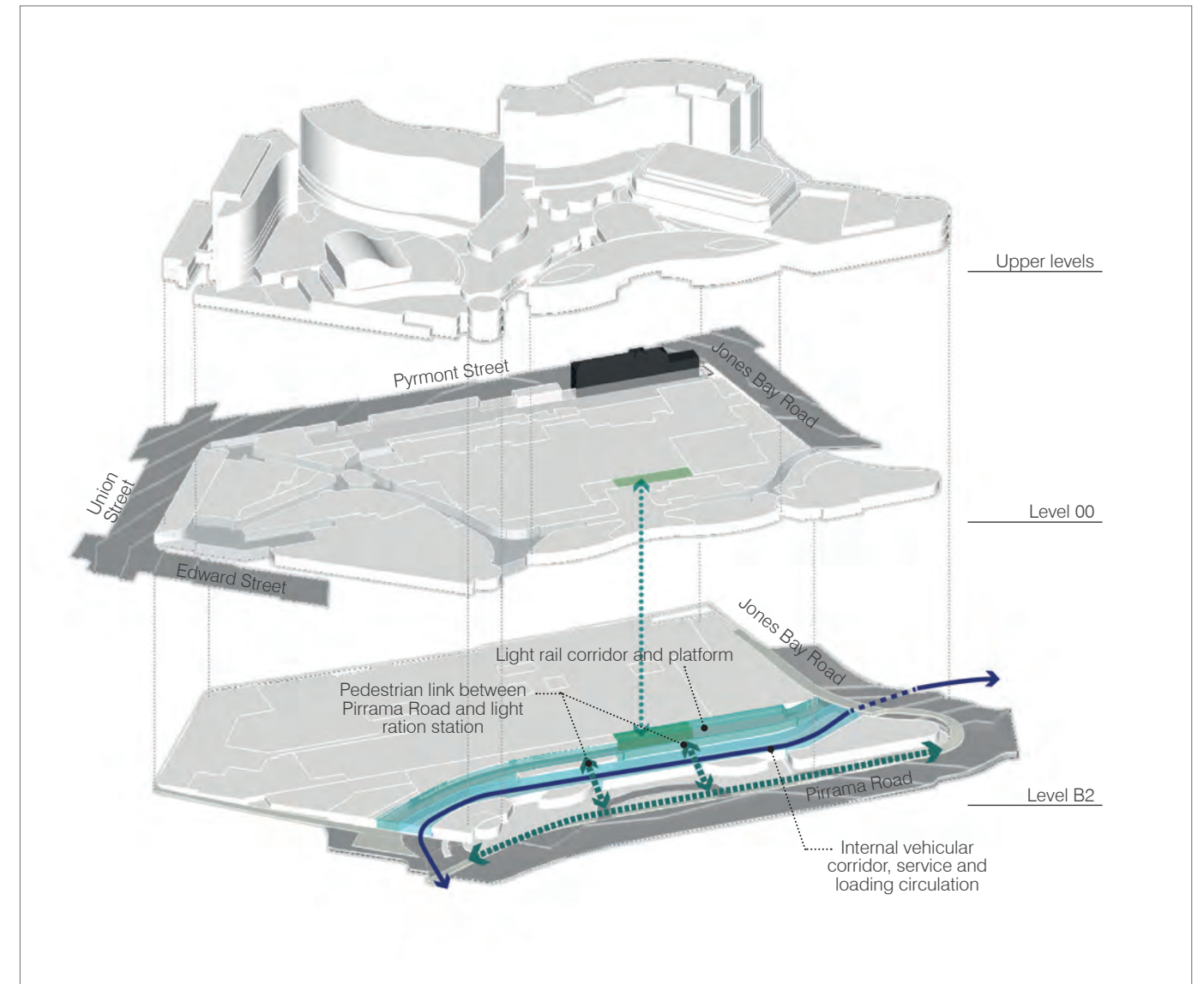


FIGURE 36: Site analysis: The Star light rail arrival experience (3D)

SITE INVESTIGATIONS:

VEHICLE ACCESS & MOVEMENT

The Star is located on a four hectare site which is bounded by existing road on all sides being Pyrmont Street, Union Street, Edward Street, Pirrama Road and Jones Bay Road. Existing arrangements for private both and 'for hire' vehicles to the site are tightly managed including dedicated off-street drop-off points and services areas.

PARKING









The Star has a total of parking capacity of 2,845 spaces with approval for up to 3,000 spaces. There are currently 2,163 car spaces available for self park over four levels from B2 to B5 and part of B1. There are an additional 337 valet parking spaces on the remainder of level B1. Access to on-site parking is via Edward Street from Union Street or Pirrama Road (on either side of the light railway).

On-site parking occupancy is greatest on Fridays, Saturdays and Sundays in the evening where it is in the range of 2,000 to 2,500 spaces. During these times the car park generally fills up between 7.30 and 8pm, with vacant bays only becoming available after midnight. The other weekdays range up to a peak occupancy of 1,500 spaces. This pattern of occupancy has remained unchanged over recent years. This level of parking maintains a supply-constrained parking provision that encourages public transport use, while also minimising the impact on local residents and businesses.

PIRRAMA ROAD PRIVATE VEHICLES, TAXI AND LIMOUSINE DROP-OFF

There is an existing drop-off area located on Pirrama Road which is used for private vehicles, taxi and limousine drop-off. This is designed as a shared surface requiring vehicles to cross the footpath onto the site and as a result presents some vehicle and pedestrian conflicts especially when it is busy. This can also result in long queue lines of taxis along the street.

There is an additional taxi-rank on Jones Bay Road. Dwell times on the Jones Bay Road rank are high due to an oversupply of taxis and an under supply of patrons.

-  On-grade Vehicle movement
-  Potential port cochere access for future hotel tower
-  Taxi Rank
-  Taxi drop-off
-  Underground parking ramp
-  Future hotel tower
-  Existing parking
-  Internal vehicle access

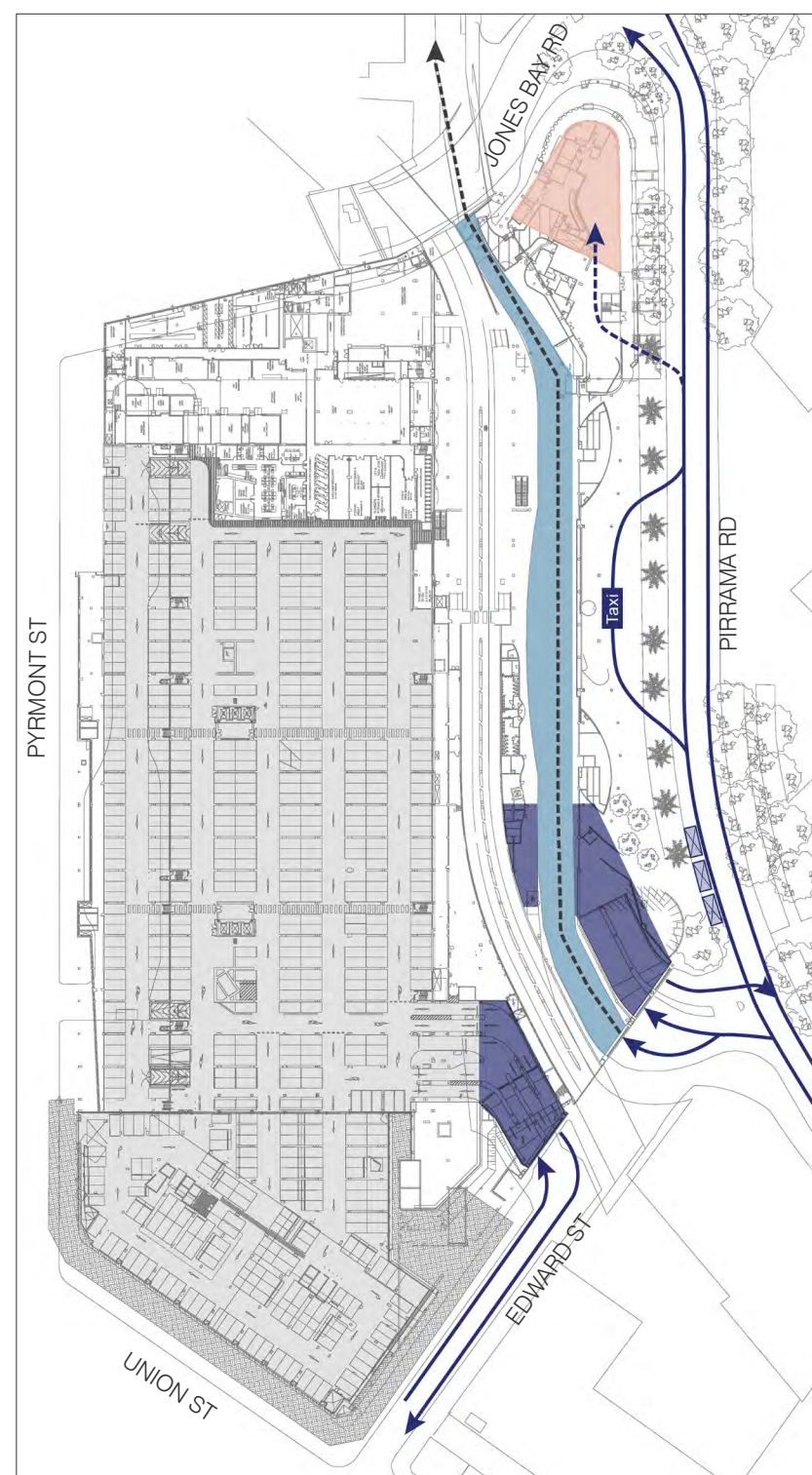


FIGURE 37: Site analysis: The Star on-site vehicular movement - Pirrama Road (B2)

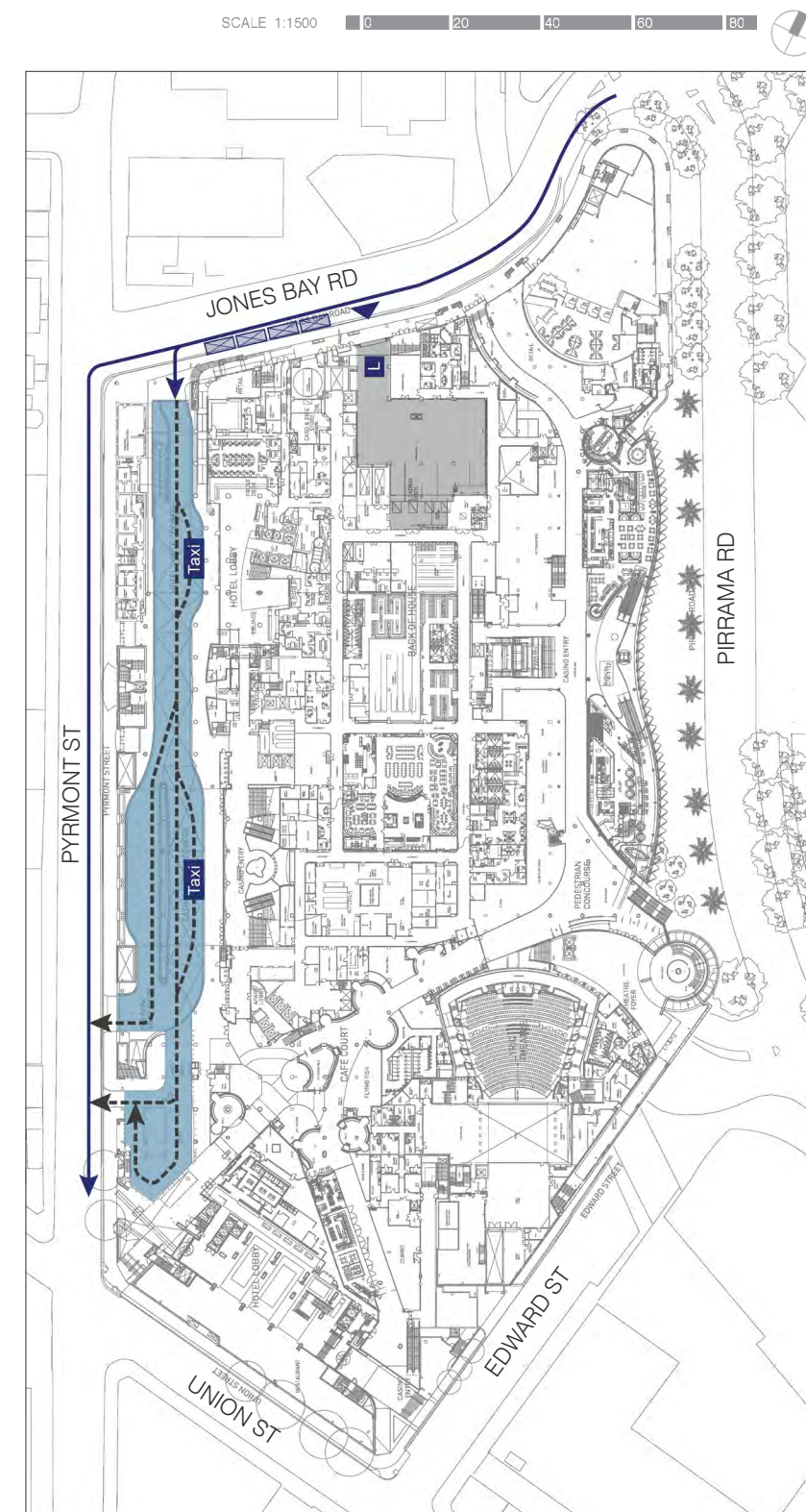


FIGURE 38: Site analysis: The Star on-site vehicular movement - Pyrmont Street (00)

PYRMONT STREET PORTE COCHERE

The main Porte Cochere for The Star is located parallel to Pyrmont Street with access off Jones Bay Road. Key users of the Porte Cochere include:

- Royal Limousines: Operate 24/7 and generally use the spaces adjacent to the pedestrian crossing near the Astral Hotel entry where they have an office. This area is for short-term parking (up to 15-min) with drivers required to stay with their cars. Royal have dedicated spaces on P1 for longer-term parking.
- Diamond Members: These members are permitted to park their cars in the Port Cochere (generally opposite the Hotel entry). There are up to 12 diamond members at present. They are frequent visitors and there are up to 6-7 visiting on any day.
- Avis Rental, Taxis and the Valet service: The valet service pick-up peak demand is after 11am in the morning (Hotel check-out). The set-downs peak occurs after 3pm (Hotel check-in). Hotel guests are the main users of valet parking during peak periods. General casino arrivals are more random in nature in terms of timing. Taxis pull into the Porte Cochere from the Jones Bay Road rank.

There is some congestion of the main porte cochere resulting from:

- Under-resourcing of the valet service during peak periods resulting in stacked parking and undesirable double parking behavior; and
- When the general car park is full, patrons are encouraged by staff, located at the Pirrama Road entry, to use the valet service in the Port Cochere.

In addition to this, access to the porte cochere is via a left turn only from Jones Bay Road. This requires arrivals to approach using a circuitous route via Murray Street, Pirrama Road and Jones Bay Road. Alternatively, a more direct approach via Pyrmont Street requires users to travel east down Jones Bay Road and perform a u-turn at the Pirrama Road roundabout. Unfortunately, illegal mid-block u-turns are occurring frequently.

COACHES

Most of the demand for private coach parking at The Star is associated with chartered tours bringing guests to special events and Lyric Theatre matinee performances.

Coaches are currently permitted to set-down and pick-up in the service road under The Star. Coaches then depart the interchange and park at designated locations in the local area. Coaches are currently not permitted to park long-term within the interchange due to geometric constraints within the service road.

- ↔ External vehicular movement
- ↔ Internal vehicular movement
- ▶ Major vehicular access
- Temporary waiting and drop-off area & taxi bay driveway
- Port Cochere along Pyrmont Road
- Internal vehicular corridor along Pirrama Road
- Basement car parking entrance
- Basement car parking area
- Major lifts to basement car parking area

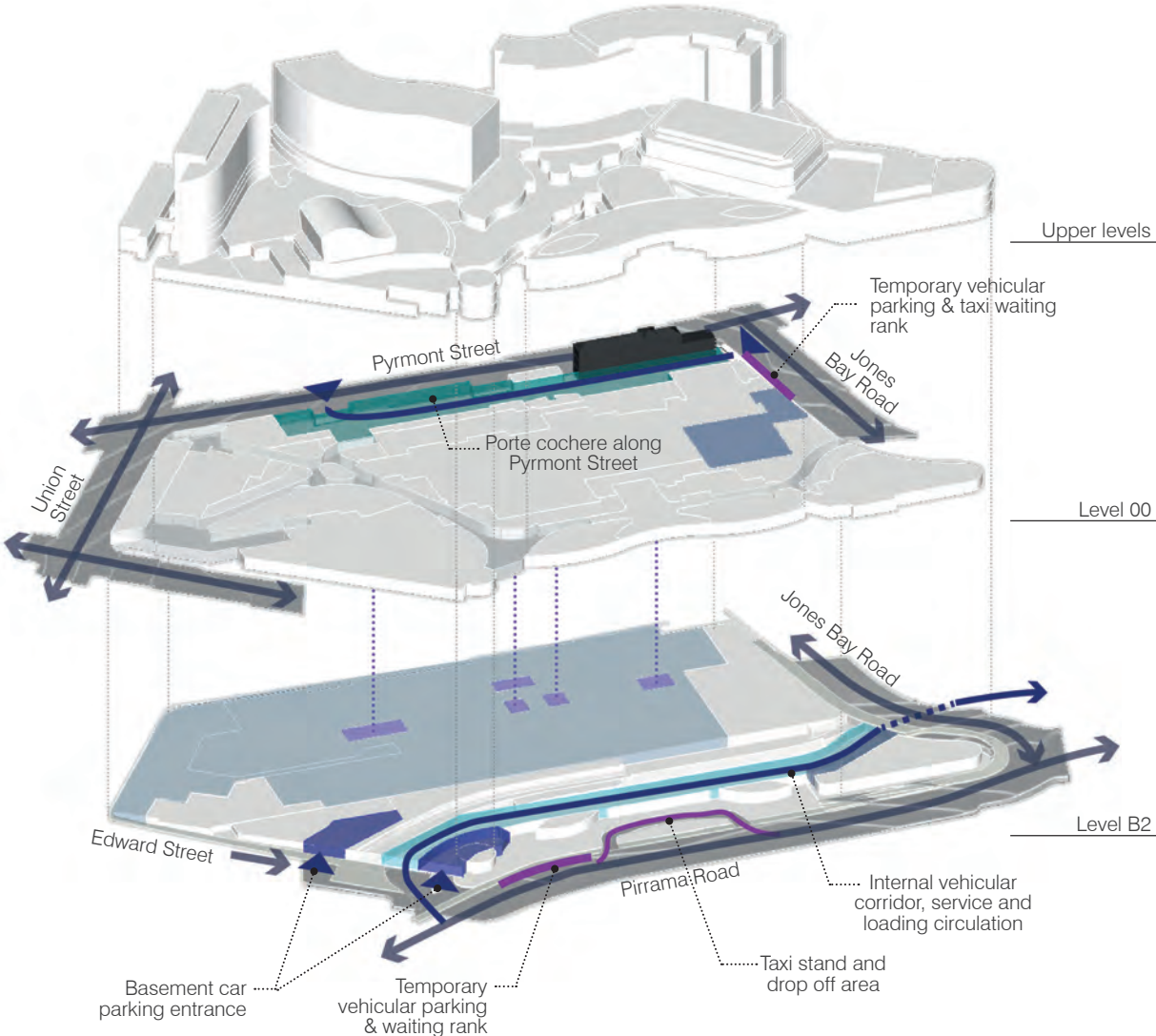


FIGURE 39: Site Analysis - Existing transport and vehicular movement around and within the site (3D)

SITE DEVELOPMENT PRINCIPLE:

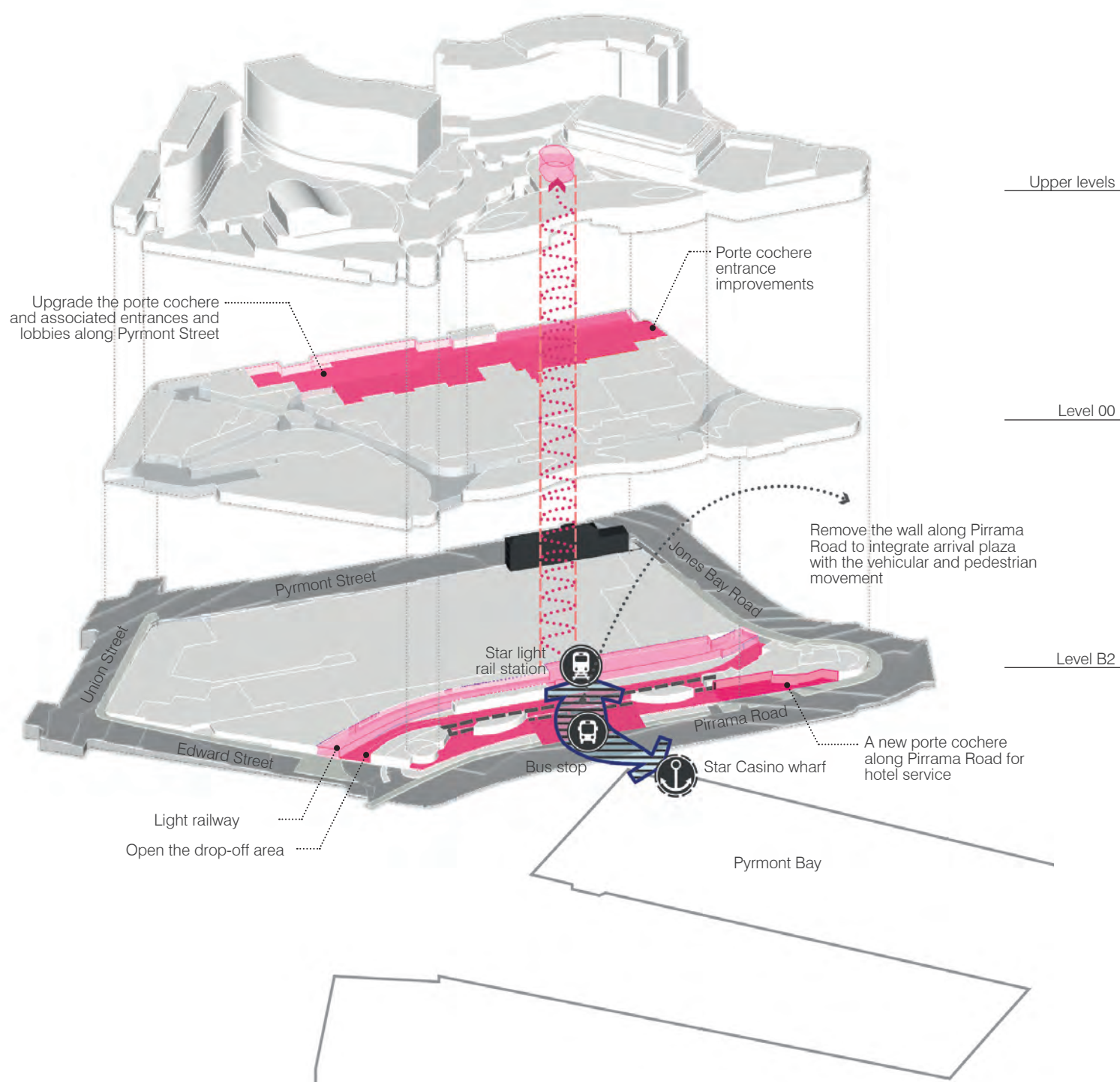
The detailed site investigations presented on the previous pages have identified the following:

There is an opportunity to celebrate a seamless grand arrival for all transport modes through on-site upgrades to transport arrangements.

SITE OUTCOMES:

- Physically open-up the Light Rail Station to the Pirrama Road streetscape by removing visual and physical barriers to encourage public transport patronage.
- Provide a unifying, legible and safe public realm experience for pedestrians from the edge of Pirrama Road through to the Light Rail Station.
- Prioritise pedestrian movement within the site through safe crossing along desire lines, continuous material treatments and by reorganising vehicle movements and design.
- Comprehensively manage on-site traffic movements by creating a new, integrated drop-off facility and internal road for private, 'for-hire' and service vehicles to improve operational services and 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.

SITE OUTCOME



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C CONNECTIVITY & WAYFINDING

THE SITE & ITS CONTRIBUTION
TO VISUAL EXPERIENCE

STRATEGIC CONTEXT

Sydney's urban form has developed in response to the unique topography of the city. Unlike many of Australia's other capital cities that were carefully planned and laid out as regular grids with consideration for street widths and block dimensions, Sydney's streets have developed over time in response to the natural features of the city - its landform and the harbour.

While it has been suggested this haphazard response has resulted in an 'accidental' city, what has emerged is a richer legacy where features such as streets and buildings are responsive to their individual place in the city. It has established distinct neighbourhoods and precincts, each with a unique character and charm that document and illustrate the city's history and evolution.

Within the central area of Sydney, two key pedestrian journey's that create memorable experiences and connect major destinations in the city centre are the Harbour Foreshore Walk and the east-west pedestrian spine.

The Harbour Foreshore Walk in the city centre is 14 kilometres of uninterrupted foreshore pathway that wraps around the parks, public spaces and streets of the city centre from Woolloomooloo to the Anzac Bridge - and is proposed to be extended further west with the redevelopment of the Bays Precinct. The visual experience of this journey is defined by a series of markers and experiences that mark different precincts and parts of the city along the way - from almost 360 degree views at the tips of a peninsula to landmark architectural structures and the changing character of the neighborhoods that adjoin it. It is these visual cues that signal the transition between precincts and places along the foreshore edge.

The east-west pedestrian spine is a significant city-wide pedestrian link connecting major destinations across the city. This spine connects the Royal Botanic Gardens along Market Street to Pitt Street Mall, across the Pyrmont Bridge to Union Square, the Fish Markets and, in the future, has the potential to continue onto The Bays Precinct renewal area. This experience changes from enclosed street views framed by buildings to open expanses in green spaces and across bridges which provide relief from the hustle of the city.





FIGURE 40: Strategic analysis: Connectivity and wayfinding

SCALE 1:15000 0 200 400 600 800

CONNECTIVITY & WAYFINDING

URBAN CONTEXT

Pedestrian journeys around and through Pyrmont are influenced by the changes in topography that occur across the peninsula.

Arrival from the city centre is via the Pyrmont Bridge which connects Market Street to Union Street. Anchored by Union Square in the centre of Pyrmont, this route offers a relatively flat and direct journey across the peninsula and connects into Harris Street, the historic north-south pedestrian spine that runs the length of the Pyrmont peninsula. In the future this east-west link has the potential to extend along Miller Street and through to the Bays Precinct. From the landing of Pyrmont Street in the west through to Miller Street, the Union Street corridor is framed by fine-grain, podium height buildings built to the street edge and completing the corners.

In contrast, journey's around the harbour foreshore navigate the water's edge and offer a changing experience as you move through different precincts. For the emerging 'global waterfront' precinct, the foreshore walk is marked by green spaces at the tip of each peninsula being Pirrama Park on the Pyrmont peninsula and Barangaroo Headland on the city peninsula. An additional public green space anchors the inlet at its southern end.

Within the internal waterway on he Pyrmont site, the journey provides both a direct connection tracking along the internal alignment of the waterfront and a more recreational journey, extending around the parks and wharf extensions that project into the water. For much of this journey within Pyrmont there is a distinct level change between the higher ridges of the peninsula and the flat foreshore areas along the waterfront, a legacy of the early sandstone mining on the peninsula. This is also true in locations adjoining Barangaroo.

The foreshore walking route from The Star through to Barangaroo is one of Sydney's busiest waterfront promenades centred on a variety of established destinations, experiences and interactions. Active podium height edges are lined with restaurants, cafes, balconies and openings blurring the boundary between inside and outside, public and private. And in recent years, taller buildings have begun framing this space and marking its extents.



FIGURE 41: Local context analysis: Connectivity and wayfinding

SCALE 1:7500 0 100 200 300 400

KEY DIRECTIONS:

C.1 INTEGRATED INTO THE CITY'S PRIMARY EAST-WEST PEDESTRIAN SPINE:

The Star is located on one of the city's most extensive east-west pedestrian spines connecting the Royal Botanic Gardens to the Bays Precinct via the retail heart of the City Centre, Darling Harbour and Pyrmont.

C.2 A MARKER ON THE CITY'S ICONIC FORESHORE PATHWAY:

The Star is part of the Harbour Foreshore Walk that stitches water, parks, precincts, events and landmarks into an immersive experience for the pedestrian that frames the image of the city.

- The Star
- East-west link (pedestrian & cycle)
- Harbour foreshore walk (pedestrian & cycle)
- Key pedestrian links
- On-road / off-road cycle
- Active frontages
- Key activity destinations and public spaces
- Finger wharves and public foreshore
- Public open space
- Local character streetscape
- Pedestrian arrival experience
- Key marker buildings - existing and approved
- Key marker buildings - proposed and potential
- Significant sandstone walls
- Key pedestrian entries
- Active street frontage walkway
- Pedestrian link improvement
- Key arrival location
- Key view corridors

SITE INVESTIGATIONS:

UNION STREET ACTIVE EDGES & PEDESTRIAN ENTRANCES

The pedestrian journey along Union Street from Pyrmont begins at Union Square which funnels pedestrians eastwards towards Pyrmont Bridge. The street is composed of lower scale, heritage buildings that form a two storey streetwall defining the block. The edges are activated with small cafes and boutique retail tenancies. At the street corners, buildings are built-out to the boundary, either filleted or rounded and accommodate cafes and retail tenancies.

Further along Union Street the building evolves into perimeter podium street walls at the intersection of Pyrmont Street signalling the transition away from the heart of the conservation area and towards the larger redevelopment blocks fronting the waterfront, historically part of the industrial waterfront.

Within The Star's existing built form, the corner of Union Street and Pyrmont Street on the northern intersection is comprised of a sunken plaza that is accessed via stairs on Union Street. Unlike the built-up corners on either side of the street, this plaza reads as a void. A projecting horizontal glass canopy leads pedestrians to a grand entrance into The Star. Similarly, the corner of Edward Street and Union Street is also a void space composed of a threshold ramping up to a semi-elevated plaza over which a projecting glass canopy attracts pedestrian into the retail arcade of The Star.

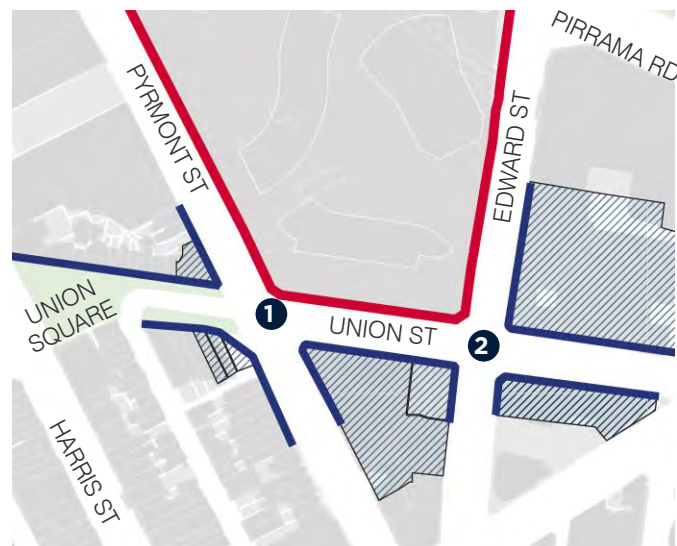
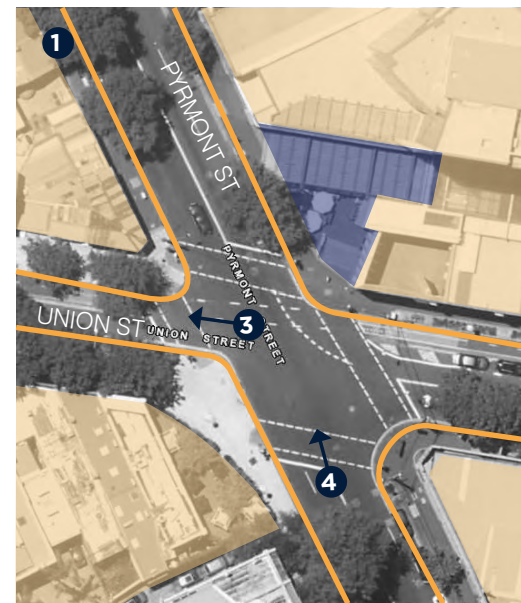
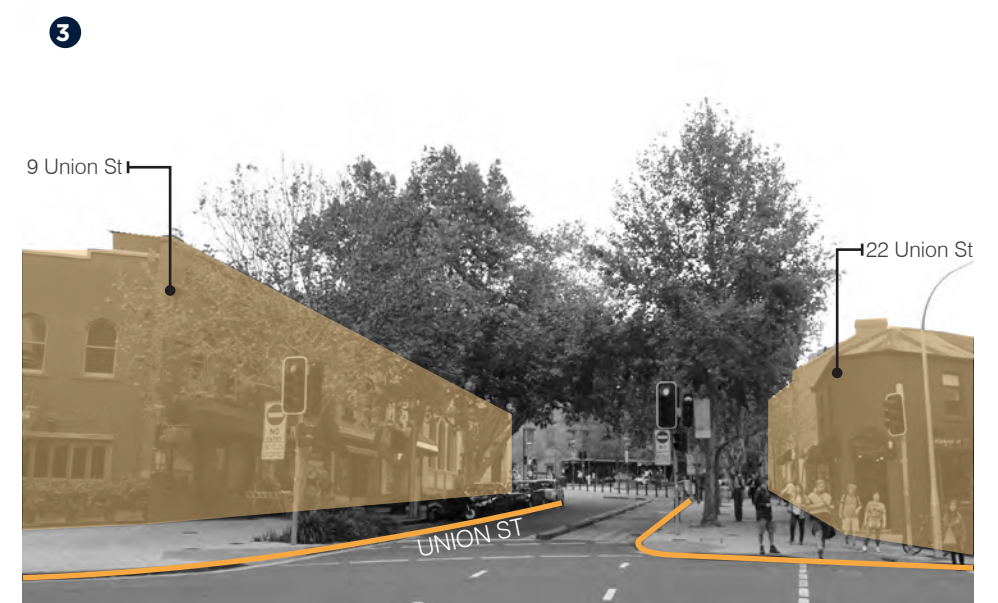
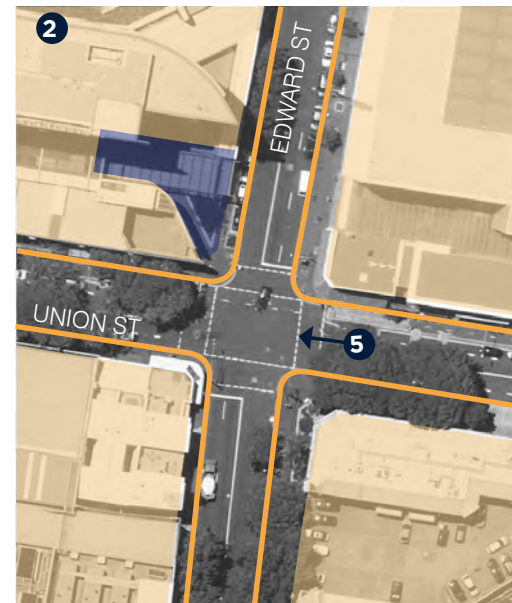


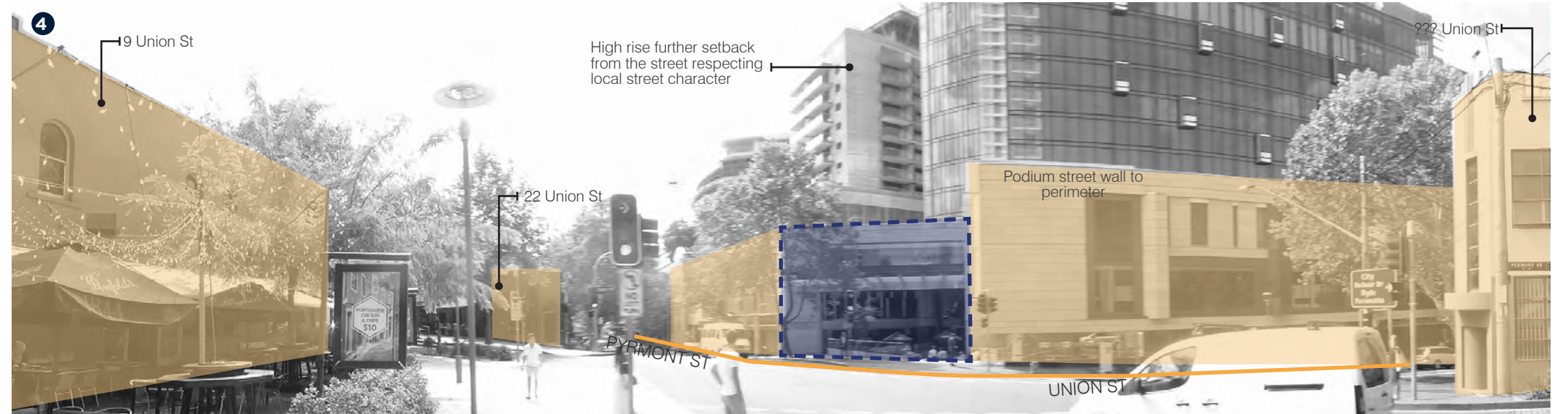
FIGURE 42: Key Plan - Union Street



Aerial plan showing incomplete corner of the site with existing Union Street character



Existing low scale building envelope align with street edge form street wall along Union Street



Solid facade wall align with street edge with a gap at corner of the site



Solid facade wall align with street edge with a gap at corner of the site

FIGURE 43: Photographic analysis of Union Street built form

SITE DEVELOPMENT PRINCIPLE:

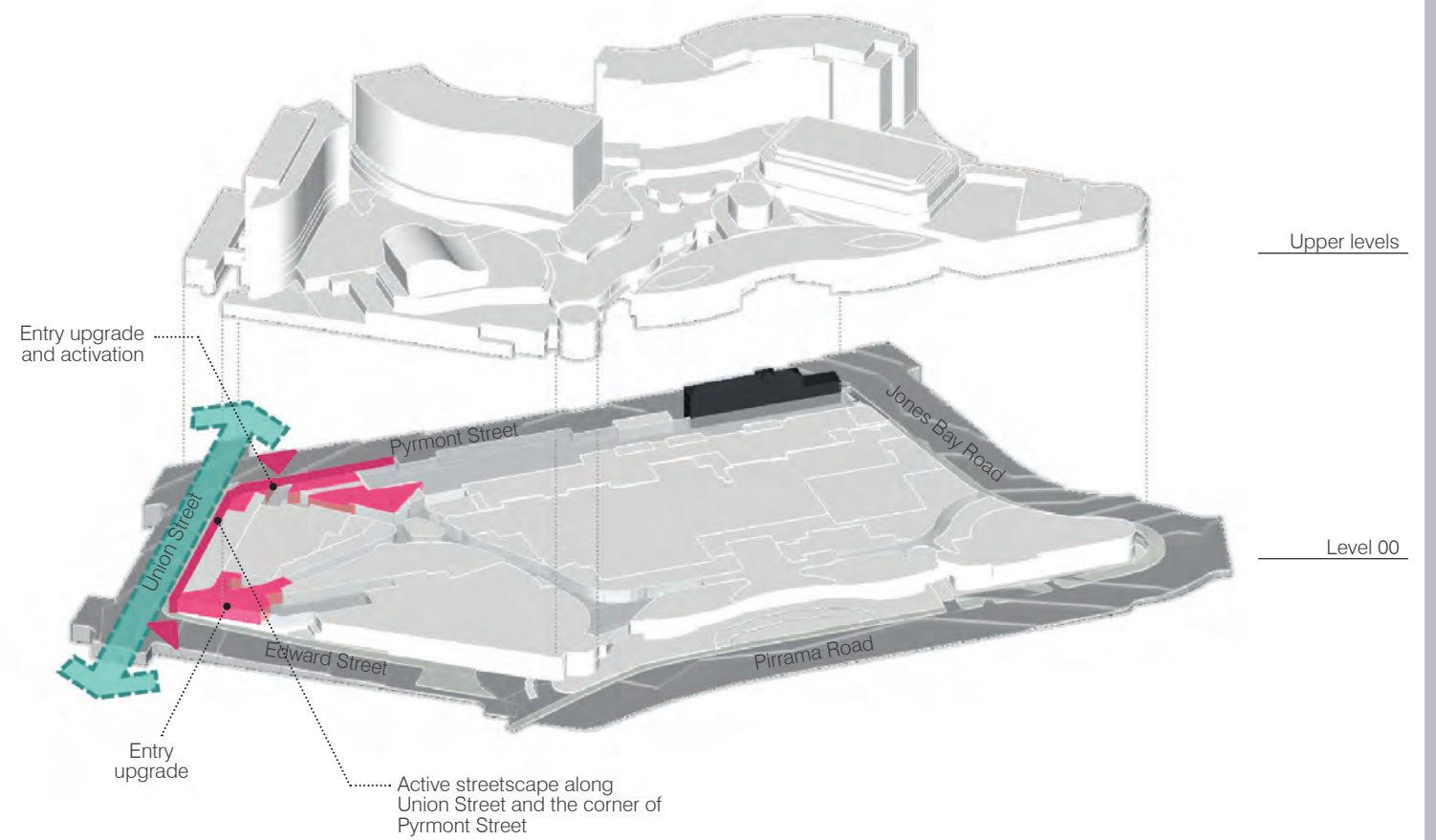
The detailed site investigations presented on the previous pages have identified the following:

Complete the city block by filling in the podium corners along Union Street.

SITE OUTCOMES:

- 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.

SITE OUTCOME



SITE INVESTIGATIONS:

VIEW LINES & DECISION MAKING

The journey along the harbour foreshore around the headland of Barangaroo and into the emerging 'global waterfront' precinct presents a legible visual marker by the way of distinctive and recognisable buildings. However for the same journey around the Pyrmont peninsula existing built form and wayfinding presents little in the way of markers or legibility to entice people towards or mark arrival in this international event and entertainment destination. The following view analysis outlines the key opportunities for the site as a marker on this journey.

PIRRAMA ROAD ROUNDING PYRMONT PENINSULA (VIEWS 1-3)

As you round the peninsula and look south towards The Star, Pirrama Road is enclosed by buildings and street trees on the right with the buildings framing and then giving way to waterways on the left. As you move along the street, The Star - the western most extent of the emerging 'global waterfront' precinct - only becomes visible at the roundabout of Jones Bay Road and Pirrama Road, albeit behind a screening of street trees.

This roundabout also marks the first decision making point in which both pedestrians and vehicles can continue along the waterfront or transition up into Pyrmont. Presently there is no activation or marker on this corner that celebrate this arrival. Along with the series of taller buildings planned for the area, there is opportunity to accommodate a landmark tower that celebrates and activates this point, marking arrival into the waterfront precinct and mirroring the experience on the other side.

PIRRAMA ROAD AND PYRMONT BAY FERRY ARRIVAL (VIEWS 4-7)

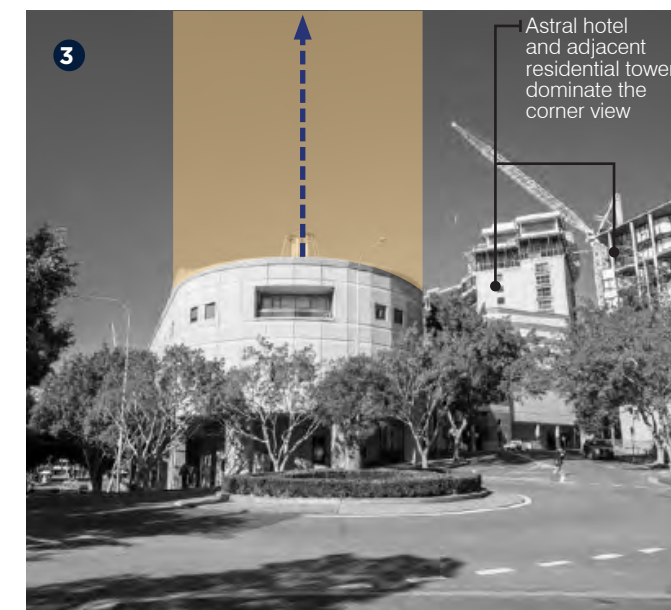
The journey to The Star as experienced from Pyrmont Bridge and the Maritime ferry wharf is also not clear. Pyrmont Bridge offers a unique vantage point acting as an elevated viewing platform providing panoramic views of Darling Harbour towards Tumbalong Park and outwards towards Barangaroo. It is also the primary east-west conduit that connects the western peninsulas to the City Centre. At its landing in Pyrmont, there is a key decision making point where journeys either continue onwards to Union Street and beyond, veer left towards Harbourside and the ICC precinct or veer right towards The Star or the Maritime Museum. For non-locals, it is currently unclear at this decision making point that the intensity of activities and attractions continue north of Pyrmont Bridge due to the lack of identifiable markers in the view line.



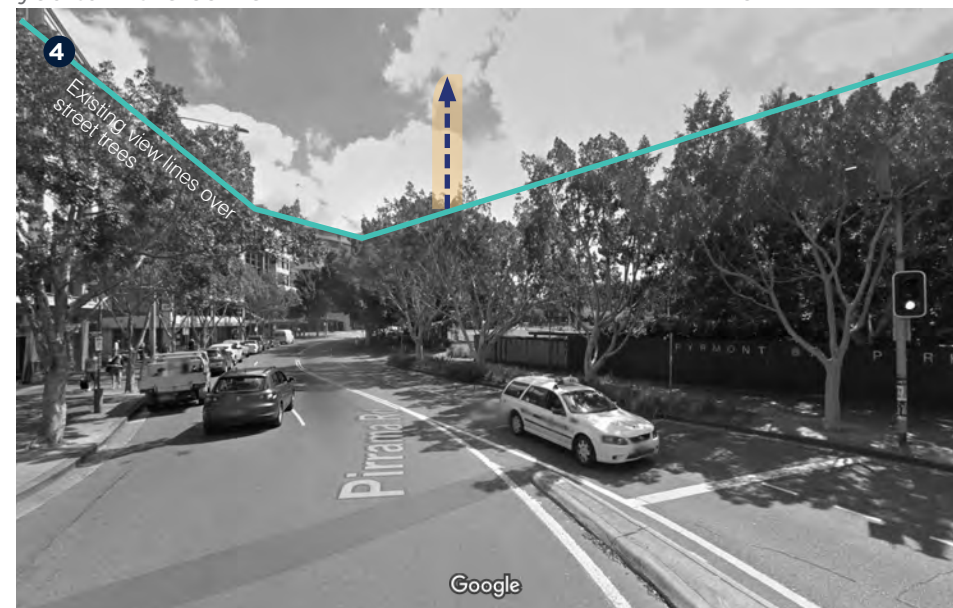
View from Pirrama Road north looking south as you turn the corner



View from Pirrama Road alongside the sandstone cliff



View from Pirrama Road and Jones Bay Road roundabout



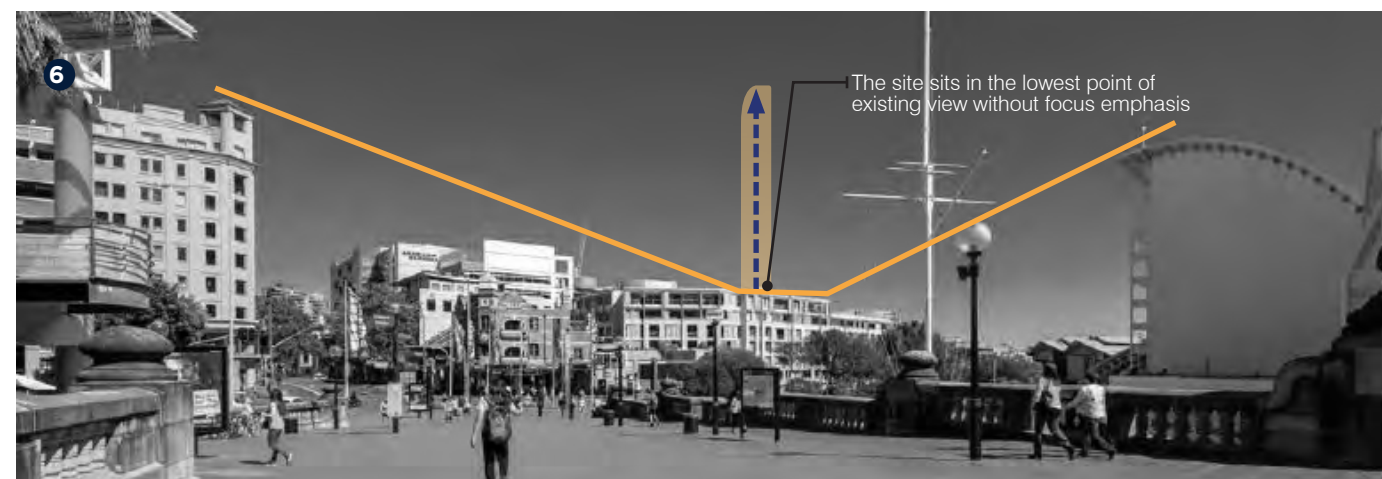
View from Pirrama Road south turning



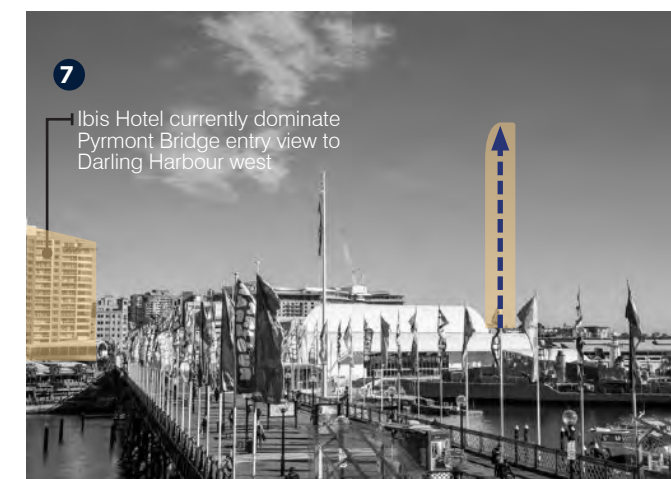
View from Ferry arrival



FIGURE 45: Key Plan - Wayfinding



View from Pyrmont Bridge west



View from Pyrmont Bridge east

FIGURE 44: Photographic analysis waterfront pedestrian experience

SITE INVESTIGATIONS:

WATERFRONT PRECINCTS
& MARKERS

For a period of time Darling Harbour was occupied by a series of large, analogous buildings of the same height and architectural expression. However, over the past 10+ years, development proposals along the water's edge have dramatically transformed the character of this part of the city and the relationship between buildings and the foreshore.

Originating with the competition for 'East Darling Harbour' in 2005 - later Barangaroo - and most recently the redevelopment of the ICC, the changing character of this area has created a bolder architectural form which includes more distinctive architecture that includes a series of taller forms, high-levels of activity and activation and public realm improvements. The result is a precinct in which buildings mark view lines and destination points, contributing to an increasingly recognisable identity for this precinct as an international waterfront destination.

As part of this distinctive built form, Crown Plaza at Barangaroo is proposed as an iconic building form, deliberately unique in its response to the city and the waterfront. As the tallest building, and the tower which sits closest to the waterfront, in the Barangaroo precinct, it marks the north-eastern arrival into the emerging 'global waterfront' precinct.

On the opposite side of the Darling Harbour waterway to Barangaroo, The Star marks the western extent of the precinct. Its east facing aspect embraces the expanse of the Pyrmont Bay waterfront and provides panoramic views back to the city.



- The Star
- Key activity destinations
- Green anchors
- Emerging 'global waterfront' precinct
- ✱ Key marker building - approved
- ✱ Key marker building - potential

FIGURE 46: Emerging 'global waterfront' precinct built form markers

SITE DEVELOPMENT PRINCIPLE:

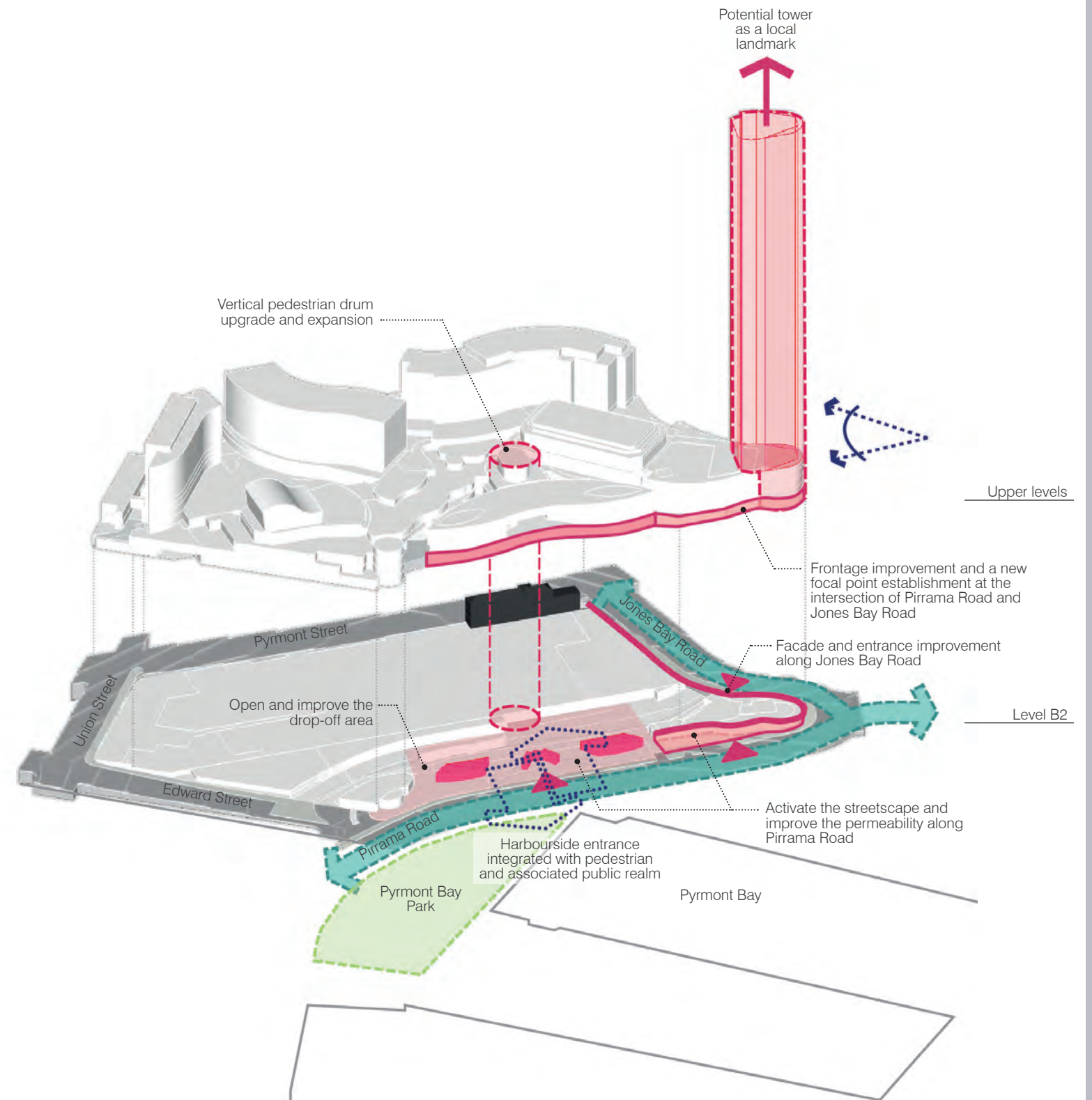
The detailed site investigations presented on the previous pages have identified the following:

Physically mark the eastern arrival into the emerging 'global waterfront' precinct with a tall tower form that contributes to legibility and wayfinding.

SITE OUTCOMES:

- Physically mark the intersection of Pirrama Road and Jones Bay Road as a decision making point and the western extent of Darling Harbour with built form that responds to the emerging 'global waterfront' precinct character.
- Consider the human scale experience of the landmark element proposed at the corner of Pirrama Road and Jones Bay Road as you arrive at the key marker including activation and facade improvements.
- Reconsider the arrival experience along the Pirrama Road frontage, opposite Pyrmont Park, including opportunities to activate the frontage, create an arrival experience that embraces the waterfront setting 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.

SITE OUTCOME



D PUBLIC REALM & PLACEMAKING

THE SITE AS A CELEBRATION
OF PLACE

STRATEGIC CONTEXT

Sydney Harbour is the city's defining natural feature. Located at the heart of the eastern-city, it shapes our experience of place be it the views of the harbour from the buildings and places of the city or the skyline of the city as viewed from the harbour. Both views of the harbour and those of the city skyline are highly sought after and are some of the most recognisable images of Sydney.

Since European settlement, the shoreline of Sydney Harbour has been extensively modified. Almost 77 km of the 322 km of original shoreline has been removed due to reclamation and infilling whilst over 50% of the shoreline has been replaced by artificial structures. These modifications include the building of seawalls, as well as 'over water' constructions such as wharves and pylons, much of which was to support the role of the harbour as the industrial heart of the city.

Today the working waterfront of Sydney's Harbour is gradually being transformed into a recreational and lifestyle destination with a publicly accessible waterfront pathways and parks. Within the inner-city, the water's edge experience includes a number of different typologies from the wharf edges to flat waterfront parklands and undulating green peninsulas, all of which shape a series of different urban outcomes and experiences. These parks and spaces form some of the most popular places in our city and key event spaces.

The views people experience from these spaces vary from expansive views at the tips of peninsulas to framed views from within the waterways looking out to the harbour.

Another highly visible feature of the city is sandstone. Visible in both the rocky out crops of sandstone that shape the harbour and many of the historic buildings in the city, this sandstone comes from an almost 200m thick bedrock that forms the base of Sydney Harbour. It is also the same rock that frames and defines the greater extent of the city - at the Blue Mountains to the west, the Hornsby Plateau in the north and Woronora plateau in the south. These escarpments, avoided by the early settlers, naturally contain Sydney and are still regarded as the natural spatial boundaries of the city.



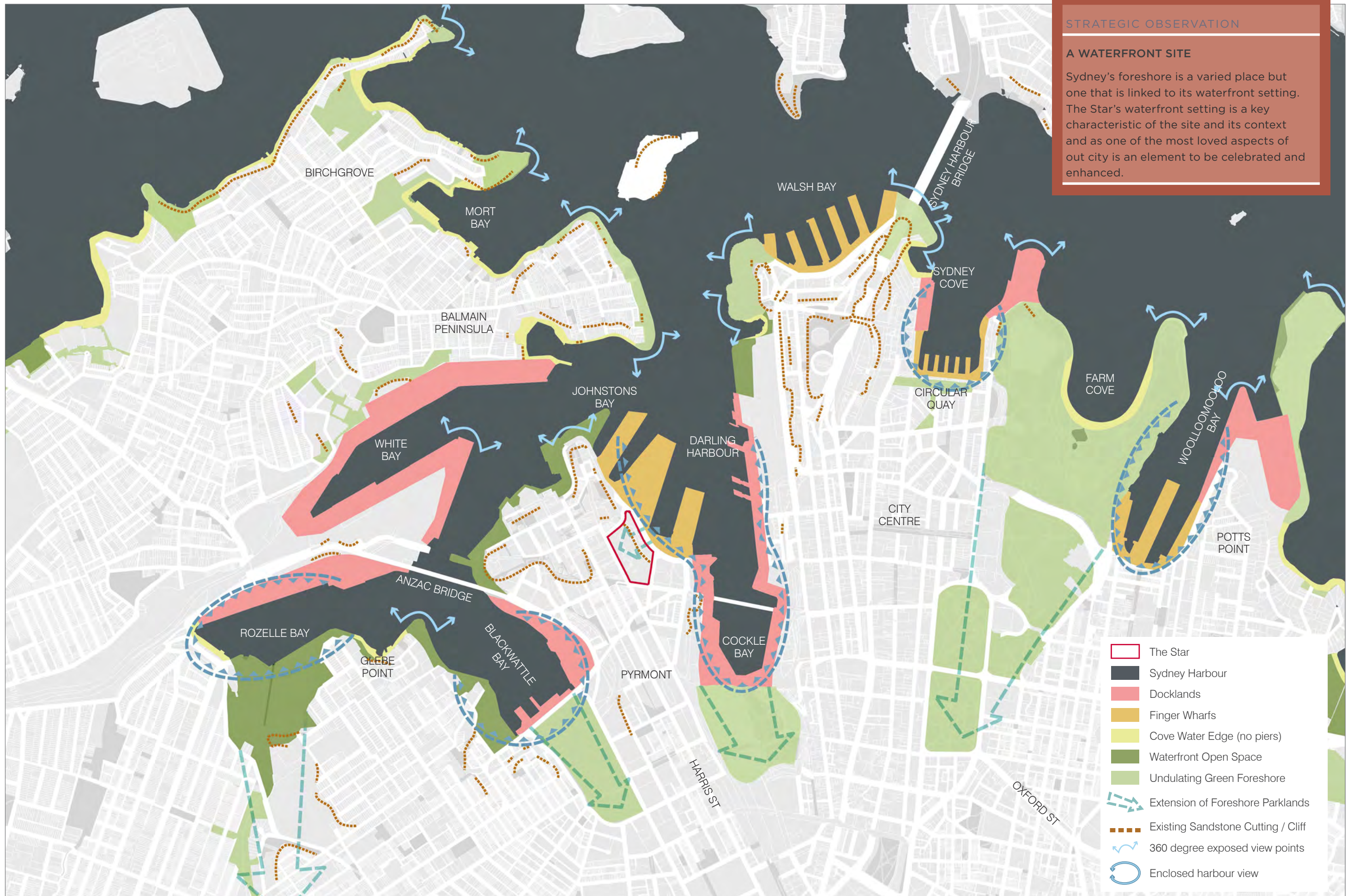


FIGURE 47: Strategic analysis: Public realm and placemaking