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## 1.0 Executive Summary

This submission has been prepared by Ethos Urban on behalf of The Star Entertainment Group Limited (**The Star**) and responds directly to the Pyrmont Place Peninsula Strategy (**The Place Strategy**) finalised by the NSW Department of Planning, Infrastructure and Environment (**The Department**) which “*requires The Star to submit a master plan for its key site*”.

This document forms part of that Key Site Master Plan and should be read in conjunction with the listed Appendices showing how future development aspirations of the Star can be accommodated over the medium term (approximately 10 years) and in line with the Place Strategy.

### The site

The subject site is located at 20-80 Pyrmont Street, and 37-69 Union Street, Pyrmont.

The main Star site is 39,206sqm and is bounded by Pirrama Road to the north-east, Jones Bay Road, to the north-west, Pyrmont Road to the south-west, Union Street to the south and Edward Street to the south-east. The site is one of the largest consolidated landholdings within the Western Harbour Precinct and the Pyrmont Peninsula. It is home to the main casino, as well as:

- Two theatres - the Sydney Lyric Theatre and MUEF (The Star Event Centre);
- 318 hotel rooms within The Star Grand Hotel;
- 171 hotel rooms within The Darling including a luxury spa;
- 117 serviced apartments within The Star Grand Residences;
- A range of retail spaces including luxury designer stores;
- A mix of restaurants and bars including the Sports Bar, Sokyo Lounge and Marquee Sydney;
- The Star light rail station; and
- 2,795 Basement car parking spaces.

Over recent years, the site has been subject to over \$1Bn in investment, and therefore this proposal has been mindful of the significant investment to date. Put simply, this proposal it is not a wholesale renewal of a brownfield site.

In addition, the Star jointly owns an additional site (the Union Street site) located at 37-69 Union Street, Pyrmont. The Union Street site is bound by Union Street to the north, Edward Street to the east and Pyrmont Bridge Road to the south-east. It has an area of 2,573sqm and is currently leased to separate tenants, comprising a mix of retail and commercial uses. The Star was advised in May 2021 by Sydney Metro that it intends to utilise this site for a future potential Metro station. This announcement followed the finalisation of the Place Strategy (December 2020) and The Star’s engagement with The Department which identified the Union Street site for a potential mixed use tower of up to 140m.

### Process to Date

The Star has been involved in the planning for the Pyrmont Peninsula since the NSW Government announced the plan to revitalise the key inner-city precinct following the release of the Greater Sydney Commission’s (GSC) review into the area’s planning rules. This Master Plan has, therefore, been informed by the following:

- Submission to the *10 Directions for the Pyrmont Peninsula Place Strategy* in March 2020
- Involvement in the Pyrmont Peninsula ‘Bounce Group’ since June 2020.
- Submission to the Draft Pyrmont Place Strategy in September 2020;
- One Alignment Check in April 2021 with the Department and its consultants. A summary of the Alignment Check and the feedback provided is detailed at **Section 3.2.1**.

- A subsequent request by the Star (dated 20 July 2021) sought an additional Alignment Session which could not be facilitated.
- State Design Review Panel #1: On 4 June 2021, the Star's design team presented to the State Design Review Panel (**SDRP**), including representation by a Pyrmont community representative. A summary of the Review and the feedback provided is detailed at **Section 3.2.2**.
- State Design Review Panel #2: On 15 July 2021, the Star's design team presented an update to the State Design Review Panel (**SDRP**), again including representation by a Pyrmont community representative. A summary of the Review and the feedback provided is detailed at **Section 3.2.3**.
- On 8 September 2021 the Department and its design consultants provided a briefing to The Star and its planning and design consultants. At this meeting, the Department provided an update of the parameters upon which any design proposal would be assessed as it related to solar impact on Elizabeth Healey Reserve and the strata residential sites to the south of the Union Street site.
  - Despite the final Place Strategy referencing shadow impacts for Winter Solstice (the commonly accepted practice as referenced in the Apartment Design Guide supporting SEPP 65), the project team was advised that the sun access plane would be measured at all times of the year.
  - In addition, the extent of Elizabeth Healey Reserve is to be extended to include part of the current road reserve of Gipps Street.

The Star Key Site Master Plan has progressed on the basis that, as outlined in the final Place Strategy:

*the Star's submission proposed, in part, an alternative development concept for a six-star hotel on the northern end of the site supported by public benefit opportunities as documented in submissions. The proposal for a six-star hotel outlined in the submission was strongly aligned with the draft Place Strategy's Vision, Directions and subprecinct place priorities for the Darling Island Precinct and The Star's key site but it challenged others.*

*On balance, the alternative concept for The Star's key site outlined in the submission offered an outcome which is aligned with the Place Strategy's overall strategic intent but only if key principles of the Place Strategy remain supported by the development and consistent with the public benefit directions of the Place Strategy. In the final Place Strategy, the following changes have been made in relation to The Star's key site framework.*

## The Proposal

The proposed development covered by the Key Site Master Plan includes the following key components and should be read in conjunction with the FJMT Master Plan Report:

- Northern Site (20-80 Pyrmont Street):
  - A new 27 storey six star hotel (capped at RL 110) on Pirrama Road (North Tower) comprising:
    - 6 storey podium that retains the existing ground level setback on The Star site.
    - 21 storey tower with 1.5m street setback from podium and increased minimum 7m street setback to the north in line with wind advice and view sharing principles.
    - New porte-cochere drop off servicing hotel.
    - Total gross floor area of 26,000m<sup>2</sup> (excluding through-site link).
  - Additional built form to Level 5 rooftop of the main Star site comprising:
    - Total of approximately 3,000m<sup>2</sup> (additional to existing) of indoor and outdoor spaces with complementary functions such as indoor/outdoor dining opportunities, recreational spaces, wellness spaces and hotel amenities, including an existing hotel pool.
    - Additional built form to the northern part of the main site to accommodate future reconfiguration of the existing event / function space to provide potential concert / theatre space fly towers.
  - Opening up of Pirrama Road frontage to provide sight lines to the light rail and to provide improved connectivity to public realm and waterfront as well as built form including:

- Active uses such as retail, food and beverage and wellness uses at street level of a total GFA of approximately 200m<sup>2</sup> (additional to existing).
- New through-site link connecting Jones Bay Road and Pirrama Road.
- Re-configured and expanded entry to the Lyric Theatre.
- Façade upgrades to existing Star Grand.
- Southern Site (37-69 Union Street):
  - A new 37 storey mixed use building (capped at RL 140) on Union Street (South Tower) comprising:
    - 5 storey podium mixed use podium with a 3m ground level setback along the Pyrmont Bridge Road boundary to increase footpath width, comprising uses such as retail, residential and hotel amenities and/or dedicated hotel levels.
    - 32 storey tower, generally setback 5-7m from the podium, comprising uses such as retail, residential and hotel amenities and/or dedicated hotel levels and 2 plant levels.
    - Total GFA of approximately 32,000m<sup>2</sup>.
- Public Realm:
  - Upgrades to corner of Edward Street and Union Street.
  - Upgrades to corner of Union Street and Pyrmont Street.
  - Improvements to public domain along Edward Street.
  - Improvements to public domain along Pirrama Road.
  - Upgrades to Union Street with potential for shared zone, including upgrades to walkway and cycleway.

### Proposed Planning Controls

The Key Site Master Plan seeks the following amendments to the primary planning controls affecting the site:

**Table 1 North Tower changes**

	Height	FSR
Existing Planning Controls under Sydney LEP 2012	28m	3.5:1
The Star Proposed Planning Control	RL110	10:1
Degree of change	293%	186%

**Table 2 South Tower changes**

	Height	FSR
Existing Planning Controls under Sydney LEP 2012	30m	4:1
The Star Proposed Planning Control	RL140	12.45 : 1
Degree of change	367%	211%

It is noted that the Key Site Master Plan Submission also includes the following key documents that will form part of any future development proposal at the site:

- A Design Guide to provide finer grain development controls to guide the form of development, and
- A Design Excellence Strategy in accordance with the City of Sydney's processes. It is noted that a design brief will need to be endorsed by the City of Sydney prior to commencement of the competitive process.



## Place Strategy Built form considerations

The Place Strategy establishes the built form considerations for the Star Key Site Master Plan which have been responded to the following:

- *Sun access plane not breached in order to protect sunlight to public and open spaces:* The Place Strategy clearly outlined the process upon which future master planning was to take place, being no net additional overshadowing of key existing open spaces and streets between specified hours – for the winter solstice. This has been applied
- *Adjust the maximum height of development on the “northern” end of The Star’s key site up to a maximum of RL 110 specifically for the purpose of facilitating a six-star hotel:* the Star Key Site Master Plan provides for a slender tower to 110RL at this key location for a six-star hotel.
- *Reduce the maximum height of development on the “southern” part of the key site to RL 140 to balance development on this part of the site with greater height now contemplated on the “northern” part of the site:* the southern Union Street tower has been reduced in height to respond to the Final Place Strategy, as well as the shadow constraints to Elizabeth Healey Reserve and the ‘renewal focus zone’ to the south which assumes that, leveraging off the new Metro (Big Move 3), wholesale renewal of this precinct will occur over the next 10 years.
- *reduce the size and bulk of the buildings on the site when seen from the street through an improved interface between the built form and the surrounding area at the ground plane:* a View Impact Analysis has been undertaken as well as a Design Guide to control the overall form of development. It is anticipated however that future Design Excellence Processes will further refine the built form to respond to this objective.
- *Improved and widened public domain on surrounding streets through the removal of bus and coach parking from streets and provision of an on-site parking solution:* a key focus of the Key Site Master Plan has been on the public domain and streets surrounding the site, as well as the refinement of bus and coach parking where possible, mindful of the operational requirements of the existing facility.
- *Building separation to maintain generous view corridors between buildings and minimise visual impacts from the water and surrounding public domain:* a View Impact Analysis has been undertaken as well as a Design Guide to control the overall form of development. It is anticipated however that future Design Excellence Processes will further refine the built form in the absence of any information as to the future character and built form of the broader sub-precinct.
- *Enhancing 24-hour public connections through The Star precinct that are ideally open to the air and accessible to the public to enable a greater level of public permeability through the current site:* permeability through the site will be increased and existing linkages strengthened. Where possible, mindful of the operational requirements of the Star, these links will seek to maximise the level of access to sky and daylight.
- *No increase to overshadowing of surrounding public spaces:* the proposed built form concepts have been designed to the parameters established in the final Place Strategy, being no net additional overshadowing to the existing Elizabeth Healey reserve at 21 June.
- *Minimise impact on local character through effective control of built form, scale and material use:* reflecting the tower forms of the final Place Strategy, the development concepts of the Star Key Site Master Plan have sought to reinforce the Key Site within the identified renewal focus areas and ‘places for economic innovation’ as outlined in the Place Strategy Structure Plan.
- *Improved public benefits, including a description of the public benefits to be offered for development on The Star’s key site in addition to those specified in the final Place Strategy:* the Star has committed to the public benefits of the Place Strategy however, following engagement with the City of Sydney, understands that Council is undertaking a review of its contributions plan for Pyrmont. This will form part of any public benefit offer, in addition with the as yet unknown State Infrastructure Contribution and possible ‘value share contribution’ mooted in the announcement of the Pyrmont station for West Metro.

## 2.0 Introduction

### 2.1 The Star

The Star Entertainment Group (The Star) is an ASX 100 listed company that owns and operates The Star Sydney, Treasury Brisbane and The Star Gold Coast. The Star also owns the Sheraton Grand Mirage on the Gold Coast in a joint venture and manages the Gold Coast Convention and Exhibition Centre on behalf of the Queensland Government. In 2015, the company changed its name from Echo Entertainment Group to The Star Entertainment Group as part of a transition to a single brand architecture across the group. Underpinned by the multi-billion-dollar transformational projects planned or in progress at The Star's properties, the unified brand is integral to The Star's vision to become Australia's leading integrated resort company.

The Star Sydney is Sydney's leading entertainment, dining and tourism destination. More than 11 million people, including locals, domestic visitors and international tourists visit The Star annually, facilitated by a workforce of approximately 4,500 people (pre-COVID). As Sydney's only integrated resort, The Star Sydney focuses on the development of tourism and entertainment products across four key segments – accommodation, F&B, gaming and entertainment.

Home to The Darling – the only luxury hotel in NSW to be awarded a Forbes 5-Star rating (and recognised for four consecutive years) – The Star Grand Hotel and The Star Grand Residences, The Star Sydney is one of the city's most prominent and internationally renowned accommodation destinations. The Star is committed to creating additional high quality accommodation product in the future, ensuring we help the visitor economy meet Sydney's forecast short-stay lodging demand, particularly in high quality accommodation product that is internationally competitive and able to meet the high standard of clients from around the world.

The Star Sydney's signature dining district features some of Australia's most awarded restaurants and unique dining experiences. Momofuku Seiōbo boasts two hats from the Good Food Guide and was voted Gourmet Traveller Magazine's No.1 restaurant in Australia in 2016. Sokyo has received one hat, BLACK Bar & Grill is one of Sydney's most celebrated steak restaurants, and Flying Fish is one of the city's most iconic seafood experiences. Additionally, in 2019, The Star Sydney opened 'CHUUKA', our first off-property restaurant on iconic the Jones Bay Wharf. As Australia positions itself as an emerging global powerhouse in international fine dining and fresh culinary experiences, The Star is able to offer a variety of cuisine options at multiple price points that visitors expect from a global city.

As a major entertainment destination, The Star Sydney features the award-winning \$100 million The Star Event Centre, as well as the renowned 2,000 seat Sydney Lyric Theatre, which will exclusively stage the world-renowned musical Hamilton in 2021. The Star Sydney has played host to major domestic and international performances, such as the AACTA Awards, the ARIA Awards, and world renowned musical talents. International nightclub Marquee adds a further musical dimension, attracting some of the world's most prominent and emerging performers, along with Rock Lily, a live music venue showcasing some of Australia's up and coming performing artists.

As can be seen, the site is a complex combination of operations that has, over the years, seen over \$1Bn invested into it becoming Sydney's premiere tourist, entertainment and dining locations. Any redevelopment, therefore, must be mindful of this and be delicately stitched into this existing, operational fabric. It is by no means a 'brownfield' renewal opportunity.

## 2.2 The Site

The Star Sydney site is located at 20-80 Pyrmont Street, Sydney within the Pyrmont Peninsula and the City of Sydney Local Government Area (LGA). The site's area is 39,206m<sup>2</sup>. It is bounded by Pirrama Road to the north-east, Jones Bay Road, to the north-west, Pyrmont Road to the south-west, Union Street to the south and Edward Street to the south-east. The site is one of the largest consolidated landholdings within the Western Harbour Precinct and the Pyrmont Peninsula. The location of the site is shown at **Figure 1**.



**Figure 1 The Star Key Site area**

Source: Nearmap / Ethos Urban

In addition to The Star Sydney site as described, the Star jointly owns an additional site (the Union Street site) located at 37-69 Union Street, Pyrmont (also shown at **Figure 1**). The Union Street site is bound by Union Street to the north, Edward Street to the east and Pyrmont Bridge Road to the south-east. It has an area of 2,573m<sup>2</sup> and is currently leased to separate tenants, comprising a mix of retail and commercial uses.

For clarity, The Star Key Site includes both The Star Sydney and the Union Street site.

## 2.3 Land Ownership

The site comprises of five (5) lots. Each lot, its current use and ownership is provided in **Table 3**.

**Table 3 The Site's Legal Description, Use and Ownership**

Details	Uses	Ownership
<b>The Star Sydney site</b>		
Lot 211 in DP 870336	The Light Rail Corridor	Owned by Rail Corporation New South Wales
Lot 500 in DP 1161507	The Star site	Owned by ILGA, leased by SEGL
Lot 301 in DP 873212	Star Grand Hotel and Residences	Owned by ILGA, leased by SEGL
Lot 302 in DP 873212	Astral Residences divided into strata (StrataPlan – SP 56913)	Stratum owned by ILGA, leased by SEGL
<b>Union Street site</b>		
Lot 1 in DP 620352	Retail/Commercial	Owned by Destination Sydney Consortium Pty Ltd which is Part Owned by The Star

## 2.4 Existing Development

### The Star Sydney

The existing development on The Star Sydney site comprises the below.

- A range of gaming spaces including the main gaming floor, private gaming spaces, international gaming spaces and outdoor gaming spaces;
- The SELS (former Sydney Electric Lighting Station Building), a local heritage item;
- A mix of restaurants and bars including the Sports Bar, Sokyo Lounge and Marquee Sydney;
- Two theatres - the Sydney Lyric Theatre and MUEF (The Star Event Centre);
- 318 hotel rooms within The Star Grand Hotel;
- 171 hotel rooms within The Darling including a luxury spa;
- 117 serviced apartments within The Star Grand Residences;
- A range of retail spaces including luxury designer stores;
- The Star light rail station; and
- 2,795 Basement car parking spaces.

### Union Street site

The Union Street site currently comprises of two (2) low rise commercial buildings and a commercial at-grade car park.

## 2.5 Original Major Project Approval

Development application 33/94 was approved by the Minister for Planning on 9 December 1994 under section 91 of the EP&A Act and clause 6(1) of State Environmental Planning Policy No 41 – Casino Entertainment Complex for a permanent casino and entertainment complex including a hotel, serviced apartments, theatres, restaurants, bars, car parking and associated facilities on the site. The Star City Casino and Entertainment Complex began operation in November 1997.

### 2.5.1 Subsequent Major Project Approval 08\_0098

In 2007, a major expansion of The Star City Casino (known as 'Project Star') comprising the following elements was proposed:

- The construction of a 10-storey hotel above a 3-storey podium containing ancillary retail, gaming and conference facilities on the current vacant Switching Station site;
- Additional basement car parking on the Switching Station site to be accessed via the existing Casino complex carpark. (Note: the maximum number of car parking spaces across the whole site is not to exceed 3,000);
- Re-development of the retail arcade through the ground floor level of the complex, linking Pyrmont Bay Park to the intersection of Union and Pyrmont Streets, and to Jones Bay Road;
- Redevelopment of the eastern (Pirrama Road) frontage of the Casino building, to contain additional restaurants, gaming space, other entertainment and tourist related facilities, a new entry and a driveway providing a new vehicular drop-off to the Casino; and
- Works to the exterior of the existing Casino tower buildings.

On 27 May 2008, the Minister formed the view that the Proposal presented in Major Project Application MP08\_0098 was development to which Part 3A of the EP&A Act applied. This application was approved by the Minister for Planning on 27 January 2009.

On 24 January 2020, the Part 3A Approval was transitioned to State Significant Development (SSD) and it can now be modified under s.4.55 of the EP&A Act. However, pursuant to clause 3BA of Schedule 2 to the EP&A (Savings, Transitional and Other Provisions) Regulation 2017, the "substantially the same test" differs to that under s4.55 in



that the consent authority is only required to be satisfied that the development as modified would be substantially the same development as most recently approved.

Since lodgement of MP08\_0098, a series of modifications have occurred, these are listed in **Table 4** below.

**Table 4 MP08\_0098 Modifications**

Modification	Description	Determination
1	Modifying conditions A6 and B1 to provide clarity in respect of specific condition requirements	Approved - 3 March 2009
2	Modifying condition B2 to provide clarity in respect of the approved hotel height	Approved - 25 March 2009
3	Modifying condition B4 to allow a staged agreement process for excavation within the vicinity of the rail tunnel easement	Approved - 6 April 2009
4	Modifying the approval to facilitate an alternative façade design, consolidation of porte-cochere, reconfiguration of the entry arrangements and extension to the entertainment deck;	Approved - 1 December 2009
5	Modifying conditions to alter general project arrangements, reflect revised BCA capability and extend hours of construction	Approved - 20 July 2010
6	Deleting Level 13 and increasing the floor to ceiling heights on Levels 11 and 12 of the hotel, along with a reduction in the number of suits on Levels 6 to 12, resulting in an overall reduction in the total number of hotel suits from 252 to 173	Approved - 9 September 2009
7	Modifying the approval to facilitate the construction of the Multi-User Entertainment Facility (MUEF) on Level 4 roof top terrace area;	Approved - 29 July 2011
8	Modifying the approval to facilitate the partial enclosure of the existing outdoor terrace adjoining the Sovereign Room on level 3	Approved - 16 November 2010
9	Modifying the approval to facilitate the relocation of the night club to the southern end of Level 2 and relocation of the restaurant to the northern end of Level 2	Approved - 13 October 2011
10	Modifying the approval to facilitate a change to the cladding material on the façade of the MUEF	Approved - 16 December 2011
11	Modifying Condition F1 to permit the playback of background music and DJ/live music events on the Level 3 Darling Pool Terrace	Approved - 17 October 2012
12	Modifying Condition F1 to permit the installation of speakers on the Level 3 Pirrama Road Entertainment Deck and within the Level 1 Pirrama Road unenclosed gaming areas. Modification to Condition F3 to enable the continued and permanent use of the Level 1 Pirrama Road unenclosed gaming area for 24-hour per day use.	Approved - 14 October 2014
13	Refer to <b>Section 2.5.2</b> .	Refused – 20 November 2019
14	Modifying the approval for infill works associated with terrace and roof spaces as well as upgrades to existing circulation spaces, column strengthening, the porte cochere, the SELS Building, Level 5 of the Astral Tower and mechanical and electrical services.	Approved – 4 October 2017
15	Modifying the approval for façade works and assorted signage.	Under assessment
16	Modifying the approval for the extension of trial periods, expansion of balconies and façade simplification.	Under assessment

### 2.5.2 MP08\_0098 Modification 13

On 20 November 2019, Modification 13 was refused by the Independent Planning Commission (IPC). The modification sought for:

- partial demolition of the existing Star Casino building;
- construction of a 237 m tower (approximately 66 storeys) providing 220 hotel rooms, 204 residential apartments, a neighbourhood centre and 220 car parking spaces;
- an increase of 48,799 m<sup>2</sup> gross floor area (GFA);
- lighting, including special events lighting;
- site-wide signage upgrades and new signage and site-wide cumulative noise controls/management;
- upgrade existing and create new commercial units including hours of operation;
- internal and external amendments to the existing Star Casino building and upgrades to landscaping and the public domain;
- plant, stormwater and flooding infrastructure amendments and upgrades; and
- stratum subdivision to create five lots.

The proposal was refused primarily for the lack of strategic justification and context, and inconsistencies with the Sydney Regional Environmental Plan (Sydney Harbour Catchment) (SHC SREP). It was considered to result in an unacceptable built form and was considered to be inconsistent with the GSC's Pyrmont Review which recommended a holistic place-based masterplan to be prepared.

This Master Plan provides a strategic response to peninsula wide planning that is currently being undertaken by the Department of Planning, Industry and Environment (DPIE) under the Place Strategy.

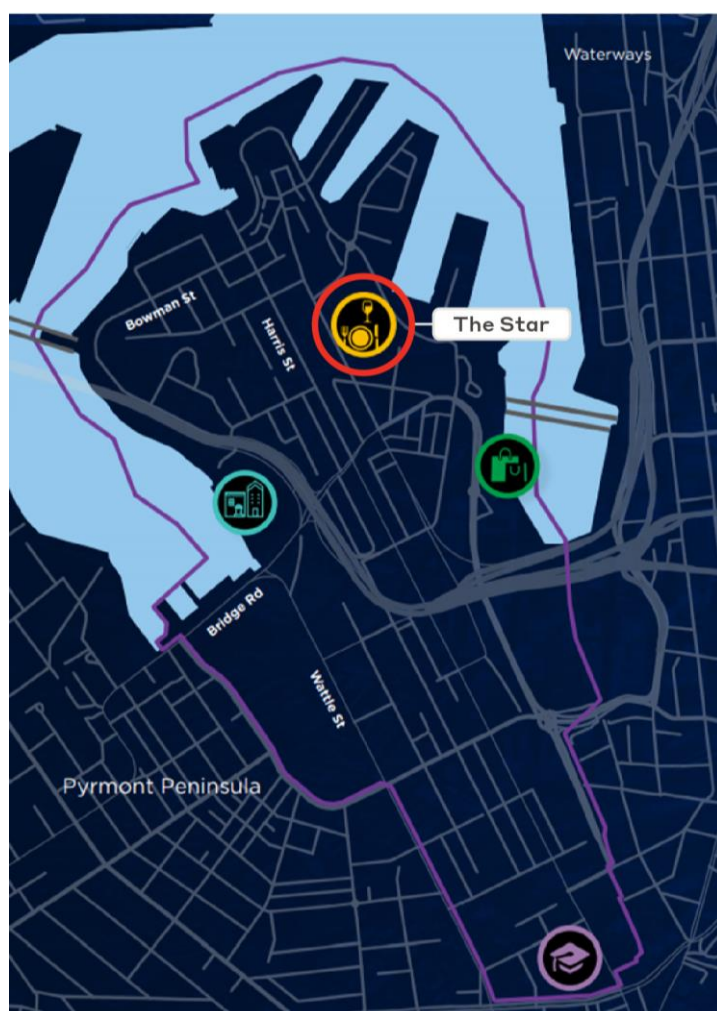
## 3.0 Background

### 3.1 The Pyrmont Peninsula Place Strategy

The NSW Government released the draft Pyrmont Peninsula Place Strategy in 2020 which was subsequently finalised in early 2021. The Place Strategy was to respond to past planning in the area that was done on an ad-hoc basis, with no overarching strategy.

The Place Strategy provides a 20-year framework that identifies areas that can accommodate growth aligned to sub-precincts. The Place Strategy is implemented in the statutory planning system by a Ministerial Direction that requires all land use and planning proposals to be consistent with the Place Strategy.

The Star Sydney is one of four key sites that have been recognised as having the greatest capacity to deliver economic growth in the Peninsula (**Figure 2**). It is located within the sub precinct, Darling Island (**Figure 3**). The Star provided a submission during the exhibition process of the Draft Place Strategy, which provided a series of considerations in the finalisation of the Place Strategy, importantly the inclusion of the Union Street site within the Star Key Site. Following exhibition, the Union Street site was recognised in the final Strategy (released early 2021) as suitable for a potential mixed-use tower of 140 RL.



**Figure 2 The Star Sydney Key Site as identified in the Place Strategy**

Source: Pyrmont Peninsula Place Strategy

The Master Plan seeks to respond to the following statement found in the Place Strategy:

*“Require The Star to submit a master plan for its key site showing how future development aspirations can be accommodated over the medium term (approximately 10 years) and in line with the Place Strategy to meet the following outcomes:*

- *reduce the size and bulk of the buildings on the site when seen from the street through an improved interface between the built form and the surrounding area at the ground plane.*
- *improved and widened public domain on surrounding streets through the removal of bus and coach parking from streets and provision of an on-site parking solution.*
- *building separation to maintain generous view corridors between buildings and minimise visual impacts from the water and surrounding public domain.*
- *enhancing 24-hour public connections through The Star precinct that are ideally open to the air and accessible to the public to enable a greater level of public permeability through the current site.*
- *no increase to overshadowing of surrounding public spaces.*
- *minimise impact on local character through effective control of built form, scale and material use.*
- *improved public benefits, including a description of the public benefits to be offered for development on The Star’s key site in addition to those specified in the final Place Strategy.”*

The Master Plan’s consistency with the above statement is provided in **Section 8.2**.



**Figure 3 The Darling Island sub-precinct**  
Source: Pyrmont Peninsula Place Strategy



## 3.2 Process to Date

The Star has been involved in the planning for the Pyrmont Peninsula since the NSW Government announced the plan to revitalise the key inner-city precinct following the release of the Greater Sydney Commission's (GSC) review into the area's planning rules.

### 3.2.1 Alignment Check Meeting

An alignment check meeting was held virtually with the DPIE and their consultant team, The Star's consultant team and the City of Sydney Council on 26 April 2021. A preliminary review was undertaken of the draft Master Plan and consideration was given into the extent to which it aligned with the Place Strategy for further development. The DPIE compiled feedback with input from its consultant team and the City of Sydney Council.

Key matters raised and respective responses is provided in **Table 5**.

**Table 5 Alignment check meeting matters for further consideration**

Matter	Response section
<b>Alignment with the Place Strategy</b>	
<i>The Master Plan should set out a clear vision and project justification that demonstrates how the proposal aligns with the PPPS, its Vision and Directions.</i>	The Master Plan's alignment with the Place Strategy vision, directions and big moves is provided in <b>Section 8.0</b> .
<i>The Master Plan should address alignment with the Structure Plan in the PPPS.</i>	The Master Plan's alignment with the Structure Plan is provided in <b>Section 0</b> .
<i>The Master Plan should demonstrate how it will align with, satisfy or deliver the sub-precinct place priorities for Darling Island.</i>	The Master Plan's alignment with the sub-precinct place priorities for Darling Island are provided in <b>Section 0</b> .
<i>The Master Plan must address the built form and master planning considerations (page 78 of PPPS).</i>	The Master Plan's response to the built form and master planning considerations as outlined in the Place Strategy is provided in <b>Section 11.0</b> .
<i>The Master Plan must address how the aspirations may help deliver strategic change in line with the Place Strategy over the medium and long term (page 78 of PPPS).</i>	The Master Plan's alignment with the strategic change envisaged by the Place Strategy is outlined in <b>Section 11.0</b> .
<i>The Master Plan must describe the way in which public benefits commensurate with strategic change will be secured over the long-term (page 78 of PPPS).</i>	The Master Plan's commitment to providing public benefit in alignment with the Place Strategy is outlined in <b>Section 11.0</b> .
<i>The Master Plan must integrate with sub-precinct master plans subject to timing or through design or planning guidelines (page 78 of PPPS).</i>	The built form and master planning considerations as stipulated on page 78 of the Place Strategy are acknowledged in <b>Sections 8.2 and 11.1</b> . It is to be noted the Master Plan has been prepared with little input from the DPIE regarding the sub-precinct master plans.
<i>The masterplan must address peninsula-wide public benefits (page 79 of PPPS) including:</i> <ul style="list-style-type: none"> <li><i>• deliver in whole, or in part, one or more Big Move.</i></li> <li><i>• bring forward the delivery of critical unfunded or precinct-scale infrastructure beyond growth infrastructure to support the development.</i></li> <li><i>• connect and activate the public domain through new active transport connections through large sites, reinstate views to the harbour and deliver superior street and place activation beyond what would generally be expected.</i></li> <li><i>• provide opportunities for affordable workspace for creative industries (examples listed on page 79 of PPPS).</i></li> </ul>	<p>The Master Plan's alignment with the Big Moves as outlined in the Place Strategy are provided in <b>Section 8.6</b>.</p> <p>The delivery of critical infrastructure will be actioned following discussions with the City of Sydney and the DPIE upon release of the final State and Local Infrastructure planning, as well as possible value capture mechanism mooted for Pyrmont as part of the West Metro. Also critical to the public benefit offer is the development concepts provided in the Sub-Precinct Master Plans. Refer to <b>Section 11.0</b>.</p> <p>The internal and external through site connections are provided in <b>Section 8.5.7</b>. The Public Domain Report outlines the proposed vision for the surrounding street network which focuses on improving the public domain for both pedestrians and cyclists.</p>
<i>The Master Plan must address the opportunities for additional public benefit on pages 82-83 inclusive, relevant to The Star Casino.</i>	Public benefits associated with the Master Plan are detailed in <b>Section 11.0</b> .

Matter	Response section
<i>The Master Plan is to demonstrate how it will deliver necessary infrastructure to support growth, including infrastructure opportunities identified by the Department's analysis in 2020. This includes staging and sequencing, timing and funding of delivery, including appropriate mechanisms.</i>	Funding of necessary infrastructure will be further investigated following conversations with the City of Sydney and the DPIE. Refer to <b>Section 11.0</b> .
<i>The Master Plan must address Action 5 which requests investigation into the opportunity for new entertainment, events and cultural space in the Peninsula on key sites.</i>	Entertainment, event and cultural space on the subject site will be investigated in the detailed design of future development.  The Star has committed to working with the Department and local community to determine the needs and spatial requirements of any future community space as part of the Union Street site renewal. Refer to <b>Section 8.6</b> .
<i>The Master Plan must address Action 8 which requests investigation into the delivery of multi-utility hubs and integrated models of car parking.</i>	This has not been considered as part of the Key Site Master Plan due to the existing operational aspects of the Star site, as well as the unknowns surrounding the potential for West Metro at the Union Street site.
<b>Additional Considerations</b>	
<b>The southern tower at 37-69 Union Street</b>	
<i>It was noted The Star could include 37-69 Union Street in the Master Plan where it can be demonstrated that it would align with the Place Strategy and integrate site-specific development with precinct-wide place and public domain outcomes consistent with the purpose of the Framework for Key Sites.</i>	The final Place Strategy outlined that the Union Street has been included in the Master Plan with a reduced maximum height to RL 140.  The Star key site's consistency with the Place Strategy is provided in <b>Section 8.0</b> .
<i>Current tower concept for 37-69 Union Street was considered to breach the sun access plan under the Place Strategy and would result in the overshadowing of a public open space. It was requested to revise the height of the building envelope for 37-69 Union Street to demonstrate alignment with the height principle under the Place Strategy to protect sunlight to parks and public open spaces.</i>	Extensive solar testing in relation to the Southern Tower at Union Street has been undertaken by FJMT and is detailed in the Master Plan at <b>Appendix A</b> and discussed further in <b>Section 12.1</b> .  The proposed envelope has been designed to reflect the requirements of the final Place Strategy as it relates to the current parameters of Elizabeth Healey Reserve.  Further, in terms of solar impact to residential receivers to the south of the Key Site, it is anticipated that some level of impact is to be expected in an area undergoing significant urban renewal and the longer term renewal of these sites within the areas identified for change would mitigate these impacts.
<i>Master Plan to justify inclusion of 37-69 Union Street site in master plan as opposed to alternative planning pathway.</i>	As referenced in the Place Strategy, Key Site Master Plans are sought to recognise the "significant potential of each key site to deliver growth and change" and that "each site requires more detailed planning to identify how it can deliver development outcomes in line with the strategy". As owners of the Union Street site, it is the most sensible approach to include it in the overall Star Key Site Master Plan to ensure better integration with the main Star site.
<i>The Master Plan should include consideration of scenario testing of different land use mix options, including a commercial-only option to test the potential for the site to contribute to the forecast demand for employment and commercial floor space or justify an alternate outcome.</i>	The Union Street site intends to provide a mix of uses, being approximately 50% employment generating uses and the remaining 50% towards a complimentary residential use. This will enable a consistent built form and integrated servicing opportunities, mindful of the potential that should the site be selected for West Metro, there is little potential for car parking. The site, being in the centre of the renewal focus zone, is well positioned to deliver on the desired housing targets for the sub-precinct.
<i>At present, the indicated land use mix for some ground floor retail (food and beverage), hotel and residential is not appropriately justified against the Place Strategy. It is requested that additional information is provided for consideration or alternatively the land use mix is reconsidered to more closely respond to the forecast future demand for commercial and employment floor space.</i>	The mix of uses proposed for the ground floor of both the Northern and Southern Towers is considered to provide activated interfaces to the surrounding public domain and also service the residential and hotel uses across the buildings. As detailed above, the North Tower provides 100% hotel uses and the Union Street Tower a mix of 50/50 hotel and residential. This is considered appropriate.

Matter	Response section
<i>The Department does not consider there has been sufficient justification for the southern tower to breach the sun access plane and it is requested the height of the building is revised to align with the Place Strategy principle.</i>	The southern Union Street Tower has been designed to the parameters of the final Place Strategy as it relates to solar planes.
<b>Master Plan</b>	
<i>The Master Plan scope should be revised based upon a full consideration of the Place Strategy requirements relevant to The Star Casino and the potential relationship and opportunities between the two tower locations across The Star's Casino site. We do not consider the identification of the Master Plan scope across parts of public open spaces to be appropriate.</i>	The Master Plan scope has been revised to provide a full consideration of the Place Strategy and the proposed two new Northern and Southern Towers.
<i>The Department requires a more comprehensive consideration of vision and project justification that aligns with the Place Strategy is required. There is also an expectation of design principles informing the key site Master Plan, which align with the Directions and other relevant components of the Place Strategy.</i>	The Master Plan's alignment with the Place Strategy is provided in <b>Section 8.0</b> . The design principles are provided in <b>Section 9.0</b> and further illustrated in <b>Appendices A, B and C</b> .
<i>Ensure the Master Plan is underpinned by a clear vision and project justification that demonstrates alignment to the Place Strategy along with design principles.</i>	The Master Plan's vision and project justification is provided in <b>Section 4.1</b> . The Master Plan's alignment with the Place Strategy is provided in <b>Section 8.0</b> .
<b>Development details and planning pathway</b>	
<i>Master Plan to provide a full breakdown of the development details, including gross floor area and development yield calculations, proposed floor space mix, current and future proposed planning controls (eg. building envelope, including any utilisation factor, and height, street wall and setbacks etc).</i>	A full breakdown of the development details is provided in <b>Section 4.1</b> . The proposed planning controls are provided in <b>Section 10.0</b> and in the Draft Design Guide at <b>Appendix D</b> as well as FJMT Master Plan Report at <b>Appendix A</b> .
<i>Master Plan to provide draft development controls or planning and design guide prepared in a form similar to Part 6 of the City of Sydney Council's Development Control Plan to inform planning amendment package and any site specific local environmental plan provisions, if required.</i>	A Draft Design Guide has been prepared and is provided at <b>Appendix D</b> . Appropriate input from relevant consultants have informed the guidelines.
<i>Master Plan to include an urban design report with design principles and design excellence strategy.</i>	The Master Plan is accompanied by an Urban Design Report which includes design principles and is provided at <b>Appendix B</b> . A Design Excellence Strategy is also provided at <b>Appendix E</b> .
<i>Master Plan to include analysis of planning pathways, including state significant development thresholds</i>	An analysis of planning pathways including state significant development thresholds are outlined in <b>Section 6.0</b> .

A subsequent request by the Star (dated 20 July 2021) sought an additional Alignment Session which could not be facilitated, however on 8 September 2021 the Department and its design consultants provided a briefing to The Star and its planning and design consultants. At this meeting, the Department provided an update of the parameters upon which any design proposal would be assessed as it related to solar impact and basis for analysis on Elizabeth Healey Reserve and the strata residential sites to the south of the Union Street site.

- The project team was advised that the sun access plane to Elizabeth Healey Reserve would be measured at all times of the year, despite the final Place Strategy referencing shadow impacts for Winter Solstice (the commonly accepted practice as referenced in the Apartment Design Guide supporting SEPP 65),
- In addition, the extent of Elizabeth Healey Reserve is to be extended to include part of the current road reserve of Gipps Street.
- The solar impact to residential receivers to the south would be assessed on an 'as is' basis and would not consider the future redevelopment potential of this area despite it being identified as areas capable in change in the final Place Strategy Structure Plan.

### 3.2.2 State Design Review Panel #1

The first State Design Review Panel (SDRP) session for the Master Plan was held on 4 June 2021. The Government Architect for New South Wales (GANSW) provided a summary of observations and recommendations. The commentary provided and resultant responses are provided in **Table 6**.

**Table 6 SDRP #1 Matters for Further Consideration**

Matter	Response section
<b>Public benefit contribution</b>	
<i>The ability to deliver meaningful place outcomes for the adjacent public spaces of Metcalf and Pyrmont Bay parks is questioned. Clear deliverables and an implementation strategy should support this initiative.</i>	Future works to Metcalf and Pyrmont Bay parks will be subject to further discussion with the City of Sydney following their works on assessing and determining local infrastructure upgrades, including to Metcalf and Pyrmont Bay Parks. Refer to <b>Section 11.0</b> .
<i>The proposal to consolidate the light rail stop on Edward Street and enable a secure pedestrian crossing could constitute a welcomed initiative. However, it is understood that there may be significant technical and spatial constraints. In order to support further discussion, technical and economic investigations should outline its viability.</i>	The consolidation of the light rail stop on Edward Street is subject to future discussions with Transport for NSW and resultantly, has not been included in the proposed Master Plan. Transport for NSW sought the guidance of the DPIE as part of the broader Sub-Precinct works, which the Star would form part of. As the outcomes of the Sub-Precinct become known, the Star would again seek to engage with Transport for NSW. TfNSW advised that it would discuss their involvement across the whole Pyrmont Peninsula directly with DPIE. The Star continued to chase TfNSW for feedback.
<i>Consider delivering Action 1 of the PPPS Big Move 1 - 'A world-class harbour foreshore walk', to allow the continuity of the foreshore promenade between Jones Bay Wharf and Darling Island (Page 36 of the PPPS).</i>	The Master Plan's public benefit contributions are subject to further discussions with the City of Sydney and the DPIE. Refer to <b>Section 11.0</b> .
<i>Public domain and sustainability benefits should be considered from a precinct wide perspective, which would create greater public benefit for the precinct.</i>	Detailed considerations into the public domain works have been provided in the Public Domain Report at <b>Appendix C</b> . Sustainability initiatives are provided in the Sustainability Strategy at <b>Appendix F</b> .
<b>Street activation and streetscape</b>	
<i>The current proposal does not meet the aspiration of activating ground floor facades and improved streetscape amenity to a satisfactory level. Explore further the introduction of spaces scattered along the entirety of the façades, which can be accessed from the street and can house uses that contribute to street vitality.</i>	The Star are committed to providing activated street frontages across the site. Further detail is provided in the Urban Design Report at <b>Appendix B</b> . The Key Site Master Plan cannot disregard the highly specialised and complex nature of the existing Star operations. As noted, this is a not a 'brownfield renewal' site.
<i>Removal of mature trees must be avoided. For any exception, an ambitious tree replacement ratio should be set as part of an overall tree replacement strategy.</i>	Trees proposed to be removed and planted are illustrated in the Public Domain Report at <b>Appendix C</b> .
<i>Deep soil and tree canopy targets should be provided.</i>	Proposed trees are illustrated in the Public Domain Report at <b>Appendix C</b> . The Report also outlines the soil depth across The Star Casino site which will facilitate future planting on the site.
<b>Site permeability</b>	
<i>It is unclear how or whether the aspiration for site permeability will be delivered in a meaningful manner. Permeability across the site should provide clear and effective connections where people need to go at a precinct level, not simply navigation of the building complex itself.</i>	Site permeability is addressed in <b>Section 8.5.7</b> and in the Urban Design Report at <b>Appendix B</b> . A series of connections will be provided through the existing The Star site, providing pedestrians and cyclists with better access to the foreshore. The Urban Design Report identifies the broader pedestrian and cycle network and makes suggestions for improved site permeability, mindful of the Precinct-wide desire lines. Existing thru-site links are intended to be more legible and accessible, with new links intended as part of the Northern Tower renewal.



Matter	Response section
<i>Consider the provision of an open to the sky pedestrian link between Jones Bay Road and Pirrama Road as part of the delivery of the proposed hotel tower.</i>	A through-site link has been included in the Master Plan which connects Jones Bay Road and Pirrama Road. The Star will pursue a link that is open to the sky however it would be dependent on delivering the overall development scenario anticipated for a 6-star Hotel as sought in the Place Strategy.
<b>Walking, traffic and parking</b>	
<p><i>A comprehensive traffic study should be provided, outlining:</i></p> <ul style="list-style-type: none"> <li><i>mitigation of any identified future traffic impacts around the site and its surrounds</i></li> <li><i>access and management of buses, coaches and taxis. Parking of buses and coaches should be accommodated within the site.</i></li> <li><i>mapping of pedestrian desire lines and walking distances and strategies to improve walkability around and across the site.</i></li> </ul>	<p>A Transport Impact Assessment (TIA) has been prepared by TTW and is provided at <b>Appendix G</b>. The TIA includes mitigation measures for future traffic impact and provides comment on the access and management of buses, coaches and taxis.</p> <p>The Master Plan's site permeability is detailed in the Urban Design Report at <b>Appendix B</b>.</p>
<i>The proposed porte cochere to access the new hotel tower on Pirrama Rd is questioned as it can negatively impact the walkability and amenity of the street. Strongly recommend a whole of site approach to drop-off and vehicular access to the site, including designing a consolidated facility.</i>	<p>Major upgrades to Pirrama Road are proposed which will allow for space catering to pedestrians and cyclists. The proposed porte cochere and its interface with the public domain is illustrated in the Master Plan at <b>Appendix A</b>. It is important to note that the Place Strategy has placed a requirement on a 6-star hotel – which will need direct servicing for drop-off and pick up. A porte-cochere in this regard will be critical.</p> <p>It is infeasible to consider a shared porte-cochere with the existing facility on Pyrmont Street, some 250m away from the Northern Tower entry to Pirrama Road.</p>
<b>Built form</b>	
<i>The level of investigation on potential shadow impacts onto residential uses and public spaces is commended. These impacts should be fully understood and documented, and appropriate performance criteria agreed.</i>	Overshadowing impacts and diagrams on surrounding residential uses and public spaces is provided in the Master Plan at <b>Appendix A</b> . The overshadowing impacts are considered justifiable given the area is subject to change as per the analysis and key objectives of the Place Strategy.
<i>The extent of the Elizabeth Heeley reserve should be preserved and solar access requirements to this public space met.</i>	Significant solar testing into the overshadowing impact of the Southern Tower on Elizabeth Heeley Reserve is provided in the Master Plan at <b>Appendix A</b> . The level of solar access is considered appropriate with regard to the reasoning provided in <b>Section 12.1</b> and results in no additional solar impact at the Winter Solstice to the existing Reserve – as per the requirements of the Place Strategy.
<i>Lack of significant built form setbacks from podium levels was a concern. Wind modelling impacts from proposed new built form should be fully understood and documented, and appropriate performance targets agreed. Mitigation of any wind impacts should be delivered through the manipulation of the built form rather than retrofit features in the public domain.</i>	<p>Setbacks from podium levels have been illustrated in the Master Plan at <b>Appendix A</b>.</p> <p>A Wind Report has been prepared and is provided at <b>Appendix H</b>. The Report provides an assessment into the comfort levels associated with wind impacts at ground level. Mitigation measures are also provided.</p>
<i>A clear intent for the formal treatment of the proposed towers should be provided.</i>	<p>Envelopes of the proposed towers are provided in the Master Plan at <b>Appendix A</b>.</p> <p>It is not considered suitable at this early stage, and prior to a design excellence process to provide formal treatments of the proposed towers.</p>
<i>Identify any key view corridors and potential impacts generated by new built forms.</i>	A Visual Impact Assessment (VIA) has been prepared and is provided at <b>Appendix I</b> . The VIA includes the key view corridors and provides an assessment into the level of visual impact generated by the new built forms.
<b>Uses</b>	
<i>The activation of the streetscape and amenity of the site should be supported by the introduction of a diverse and appropriate mix of uses, which should not detract from the diversity and economic viability of local businesses in surrounding areas.</i>	<p>A diverse mix of land uses are proposed on the ground level of the Northern and Southern towers.</p> <p>The proposed 6-Star Hotel (Northern Tower) and mixed use residential / hotel (Southern Tower) will support the</p>

Matter	Response section
	economic viability of local businesses in the area, as well as broader NSW economy.
<i>A performance and rehearsal space for the community should be considered.</i>	Performance spaces will be considered following discussions with the City of Sydney and the DPIE, as well as engagement with the local community. Importantly, The Star intended to engage with the City's local infrastructure review that is ongoing.
<i>The design of new roof top garden facilities should create an unambiguous definition of public and private spaces, particularly in relation to access.</i>	The Master Plan proposes significant upgrades to the Level 5 rooftop space on The Star Sydney site to facilitate further landscaping as well as dining and event spaces.
<b>Sustainability</b>	
<i>In addition to site specific sustainability initiatives, precinct scale initiatives and coordination is strongly encouraged.</i>	The Masterplan's contribution to precinct scale initiatives and coordination is provided in the Sustainability Strategy at <b>Appendix F</b> .
<i>Site specific sustainability targets should be more ambitious, clearly identifying targets and initiatives.</i>	Site specific targets and initiatives are provided in the Sustainability Strategy at <b>Appendix F</b> .
<i>Ambitious net zero targets and initiatives, for both the site and the precinct, should be developed and integrated into the overall sustainability strategy.</i>	Net zero targets and initiatives are outlined in the Sustainability Strategy at <b>Appendix F</b> .

### 3.2.3 State Design Review Panel #2

The second State Design Review Panel (SDRP) session for the master planning of the site was held on 12 August 2021. The Government Architect for New South Wales (GANSW) has since provided a summary of observations and recommendations. The commentary and advice as well as relevant response section is provided in **Table 7**.

**Table 7 SDRP #2 Matters for Further Consideration**

Matter	Response section
<b>Street activation and streetscape</b>	
<p><i>The project is encouraged to further develop:</i></p> <ul style="list-style-type: none"> <li>the proposed improvements and footpath widening to Edward Street, in particular the removal of existing barriers and provision of a safe and at grade pedestrian crossing to Pirrama Road, coordinated with TfNSW</li> <li>the plans to widen footpaths and increase tree canopy and greenery along Union Street</li> <li>improvements to Pyrmont Street and Jones Bay Road which remain marginal.</li> </ul>	The proposal's treatment to the surrounding public domain has been further developed since the second SDRP. Refer to the Public Domain Report at <b>Appendix C</b> .
<p><i>While the move to improve corners, entry points and spaces with street frontage to increase legibility and street activation is supported, the resolution of how this will be achieved requires further work. This includes:</i></p> <ul style="list-style-type: none"> <li>developing an alternative solution to the proposed canopy structure at the corner of Union and Pyrmont Streets that has a more sympathetic response to the context and character of Pyrmont and the surrounds</li> <li>development of the proposal for the corner of Union and Edward Street to develop a solution which has a demonstrable benefit to the street frontage and public realm details of how facades and peripheral spaces will be modified to enable interaction with the street. For example, resolution of level differences and required modifications to existing facades</li> <li>every new intervention in the periphery of the site should be delivered at the street level, be of high architectural quality and accommodate uses that positively contribute to street activation.</li> </ul>	The final FJMT concept is included as <b>Appendix A</b> which has sought to address these items.
<b>Site permeability</b>	

Matter	Response section
<p><i>It is noted that the views shown were indicative only, however at the Jones Bay Rd and Pirrama Street interface they demonstrated a blank wall at the lower level, and uniform and inaccessible glazing at the upper level. Further develop the street interface of the new hotel tower to demonstrate:</i></p> <ul style="list-style-type: none"> <li><i>high quality architectural treatments including consideration of articulation, scale, depth, texture, transparency and material detail and quality</i></li> <li><i>provision of spaces that can be accessed directly from the street and can house uses that will contribute to the vibrancy of the street</i></li> </ul>	<p>The final FJMT concept is included as <b>Appendix A</b> which has sought to address these items.</p> <p>It is considered that future Design Excellence Processes can address these items.</p>
<p><i>At a minimum, overshadowing impacts should be established based on existing built forms and location of residential uses. Assessment of built form impacts (including overshadowing, wind, views, etc) should be based on the analysis of the cumulative outcome of existing and proposed built forms, in the immediate and nearby area of influence of the proposal. Such analysis should also evidence impacts on the future development potential of nearby sites.</i></p>	<p>Extensive analysis in the overshadowing impact on existing built forms and the location of residential uses has been undertaken and is detailed in the Master Plan at <b>Appendix A</b>.</p> <p>Built form impacts such as overshadowing, wind and view impacts have also been based on the cumulative outcome of existing and proposed built forms within the surrounding area of The Star key site.</p> <p>Importantly, the Star proposal for the Union Street site makes consideration of the future desired character of the area to the south, which is identified as an area for renewal as part of a tall building cluster, that leverages off the West Metro investigation area. The FJMT master plan acknowledges some impact to existing strata buildings immediately south of the site, however this is considered against the objectives of the Place Strategy as the engine room of the Eastern Harbour CBD, and the Darling Island Precinct identified for significant change with “<i>most change expected in places like The Star, as new development, revitalisation or expansion occurs, Darling Island’s character and attributes will be enhanced</i>”.</p>
<p><i>The SDRP requested confirmation be provided in the Master Plan that the Elizabeth Hayley Reserve will not be overshadowed.</i></p>	<p>Significant solar testing of the proposed southern tower envelope and the overshadowing impact has been undertaken and is included in the Master Plan at <b>Appendix A</b>.</p> <p>There is no overshadowing to Elizabeth Healey Reserve when considered against the parameters of the Place Strategy.</p>
<b>Sustainability</b>	
<p><i>A series of matters relating to sustainability were provided.</i></p>	<p>All matters raised in the second SDRP meeting related to sustainability have been considered in the Sustainability Strategy at <b>Appendix F</b>.</p>

The SDRP also noted that:

- Public benefit contributions related to the adjacent public spaces of Metcalf and Pyrmont Bay or enabling the continuity of the foreshore promenade between Jones Bay Wharf and Darling Island are subject to development contribution negotiations with the City of Sydney;
- Consideration of providing a community space is subject to the social infrastructure audit for the precinct;
- Deep soil and tree canopy targets would be coordinated with the proposed targets in the Place Strategy; and
- Traffic impacts from the proposal would be coordinated with the traffic study for the overall Peninsula.

## 4.0 The Proposal

### 4.1 Project Vision and Justification

The Star acknowledges the identification of The Star site as one of four key sites in the Pyrmont Peninsula suitable for greater development which will drive new jobs while driving the 'Big Moves' which are necessary in creating a more connected integrated part of the Sydney Harbour foreshore. Two of the 'Big Moves' are of particular relevance; being 'Big Move 2 – A vibrant 24-hour cultural and entertainment destination' and 'Big Move 3 – Connect to Metro'. The Master Plan's response to each of these Big Moves is provided in detail at **Section 8.6**.

The Star is one of the largest single site employers in NSW with around 4,500 team members (pre-COVID). It is the largest single site employer and the largest single site landholding in the Western Harbour Precinct. The Star are committed to assisting the NSW Government's commentary on the need to drive an accelerated economic recovery program post COVID-19 pandemic. The site provides a unique opportunity to deliver rapid economic growth, creating thousands of jobs and ensuring a recovery from the greatest economic contraction Australia has experienced since World War Two.

Under the Place Strategy, the Darling Island sub-precinct, where the key site is located, is identified as a "*globally-focused entertainment destination*" that is set to evolve through investment in tourism and entertainment businesses. By 2041, 600 more residents and 2,735 more jobs are forecast for the sub-precinct. The Star see great potential in the site's contribution to the Western Harbour, to become a key attractor for global investment, a centre of excellence for the tourism and entertainment industry, and a natural continuation of the Harbour Central Business District (CBD) from Sydney through to The Bays Precinct.

The reference schemes which accompany this Master Plan have the ability to generate approximately 2,293 full time equivalent (FTE) jobs during the construction phase and approximately 440 FTE jobs once development is complete and fully occupied. Future development in the form that is facilitated by the subject Key Site Master Plan which accompanies this report is considered to contribute significantly to the future and success of the Pyrmont Peninsula as "*the engine room of the Eastern Harbour CBD*".

#### 4.1.1 The Casino Site – South

The Department asked The Star to provide information addressing the commercial and engineering limitations to the development of a tower on the southern part of the Sydney Casino site. For context, this is related to The Star's response to a draft Place Strategy which made provision for the development of two additional towers in Pyrmont, with the requirement for the RL180 metre tower (later reduced to RL140 metres in the final Place Strategy) to be located on its wholly owned Union Street site immediately adjacent to the existing complex rather than on The Star Sydney footprint.

The reason for this being that there are several critical commercial and engineering constraints that prevent the development of a tower on the southern section of the existing Star Sydney footprint as outlined below:

1. The only location on the southern section that is relatively undeveloped and could meet the solar access requirements of the Place Strategy would be the current Sydney Lyric theatre site.
2. If a tower was developed there, it would require the demolition of the Lyric, leaving Sydney without one of only two major theatres in the city for at least four years during site preparation and the tower's construction.
  - a) Any move to close the Lyric would have a significantly detrimental effect on Sydney's theatre industry, and hence, Sydney's broader economy by reducing its ability to attract large-scale events which drive the tourism economy and create employment in the performing arts.
  - b) For example, The Lyric won the right to be the first theatre in Australia to host Hamilton – a global phenomenon that is likely to be in residence at The Star for more than 12 months. The Lyric was the only theatre able to accommodate the production requirements adequately.
3. Internal modelling suggests the closure of the Lyric and property access issues would have considerable impacts over the life of a four-year construction period:
  - a) \$642 million in lost revenue



- b) \$78 million in unrealised State taxes
- c) 841 lost jobs (FTEs)
- 4. In addition to the above, any move to shut down the Lyric would also trigger compensation for the existing lessee, Foundation Theatres, whose lease runs for the life of The Star's right to operate at the Pyrmont site.
- 5. The Star would experience significant business disruption and financial impacts from a tower project at this site, namely reduced access to the property, the car park, and the light rail during construction works.
- 6. Physical constraints also exist, including considerations around the existing building structure, the presence of services and the existing transport infrastructure integrated into the existing facility.

## 4.2 Development Description

The Master Plan seeks for the following key development outcomes, which should be read in conjunction with the FJMT Master Plan Report:

### Northern Site (20-80 Pyrmont Street)

- A new 27 storey six star hotel (capped at RL 110) on Pirrama Road (North Tower) comprising:
  - 6 storey podium that retains the existing ground level setback on The Star site.
  - 21 storey tower with 1.5m street setback from podium and increased minimum 7m street setback to the north in line with wind advice and view sharing principles.
  - New porte-cochere drop off servicing hotel.
  - Total gross floor area of 26,000m<sup>2</sup> (excluding through-site link).
- Additional built form to Level 5 rooftop of the main Star site comprising:
  - Total of approximately 3,000m<sup>2</sup> (additional to existing) of indoor and outdoor spaces with complementary functions such as indoor/outdoor dining opportunities, recreational spaces, wellness spaces and hotel amenities, including an existing hotel pool.
  - Additional built form to the northern part of the main site to accommodate future reconfiguration of the existing event / function space to provide potential concert / theatre space fly towers.
- Opening up of Pirrama Road frontage to provide sight lines to the light rail and to provide improved connectivity to public realm and waterfront as well as built form including:
  - Active uses such as retail, food and beverage and wellness uses at street level of a total GFA of approximately 200m<sup>2</sup> (additional to existing).
- New through-site link connecting Jones Bay Road and Pirrama Road.
- Re-configured and expanded entry to the Lyric Theatre.
- Façade upgrades to existing Astral Towers.

### Southern Site (37-69 Union Street)

- A new 37 storey mixed use building (capped at RL 140) on Union Street (South Tower) comprising:
  - 5 storey podium mixed use podium with a 3m ground level setback along the Pyrmont Bridge Road boundary to increase footpath width, comprising uses such as retail, residential and hotel amenities and/or dedicated hotel levels.
  - 32 storey tower, generally setback 5-7m from the podium, comprising uses such as retail, residential and hotel amenities and/or dedicated hotel levels and 2 plant levels.
  - Total GFA of approximately 32,000m<sup>2</sup>.

### Public Realm

- Upgrades to corner of Edward Street and Union Street.
- Upgrades to corner of Union Street and Pyrmont Street.

- Improvements to public domain along Edward Street.
- Improvements to public domain along Pirrama Road.
- Upgrades to Union Street with potential for shared zone, including upgrades to walkway and cycleway.

Once new planning controls are adopted, The Star will progress with the detailed design and planning of the future development on the site, including progressing with a Design Excellence Process and securing development approval for the winning design.

### **4.3 General Requirements**

This report has been prepared with reference to the *General Requirements for Preparing Key Site Master Plans under the Pyrmont Peninsula Place Strategy* and the alignment review prepared by the Department of Planning, Industry and Environment (DPIE) dated 26 April 2021.

The Master Plan and its accompanying reports are based on a best estimate of the change expected for the broader sub-precinct, which is being concurrently master planned by the DPIE. All reports were therefore prepared without knowledge of the parameters for assessment and context in relation to the wider sub-precinct.

## 5.0 Site Context

### 5.1 Site constraints

The Star site has a long history in Pyrmont. First developed in 1997 following years as the temporary Sydney Harbour Casino, in recent years it has been subject to c. \$1Bn in upgrades. Clearly, it is not a 'brownfield' renewal site, rather one that will require delicate incisions into the existing building fabric to enable a level of renewal that reflects the overall aims of the Place Strategy.

Considering the nature of the uses at the site, there is a need for high volume loading and servicing as well as the highest levels of security. In addition, the diversity of uses from high end hotels to entertainment and restaurants all have their own unique site requirements.

As a result, any renewal at the site must be mindful of the significant investment already undertaken on the site and its ongoing operation.

### 5.2 Surrounding development

To the north of the site is Jones Bay Wharf and Darling Island which are lined by a mixture of mid to high rise commercial and residential development as well as parklands such as Metcalfe Park, Ballarat Park and Pirrama Park.

To the south of the site development is primarily mid-rise blocks of commercial and residential uses. South east of the site is Darling Harbour which is currently being redeveloped to feature high rise mixed use development.

To the immediate east of the site is Pyrmont Bay Park adjacent to Pyrmont Bay which locates mid-rise apartment blocks on the nearby wharf. Pyrmont Bay wharf and the Australian National Maritime Museum is located further east. Across the harbour is the Sydney CBD.

Adjacent to the site's western boundary development consists of large commercial blocks. Further west there is a mixture of low rise attached terrace housing which contrasts with the high rise apartment blocks located on the eastern side of the Anzac Bridge.

### 5.3 Public Open Space

The site is within close proximity to key pieces of open space located on the Pyrmont Peninsula, namely Pyrmont Bay Park and Metcalfe Park. Pyrmont Bay Park is located to the site's north-eastern boundary and mainly comprises of open green space. The park is lined by mature fig trees on its northern and southern boundaries, and seating opportunities are also provided. Metcalfe Park is located north of Pyrmont Bay Park and features similar characteristics being open green space surrounded by mature trees. Seating opportunities are also provided. Both parks form part of the regional harbour parkland that lines the perimeter of the Pyrmont Peninsula and are used as spaces for markets, festivals and other outdoor events.

Elizabeth Healey Reserve is located to the site's south-west and is a small pocket park located on Pyrmont Bridge Road. One shared pedestrian and bicycle path passes through the centre of the Reserve connecting Gipps Street and Pyrmont Bridge Road. An additional pedestrian connection is provided to the south which is also used for outdoor dining associated with the nearby café.

## 5.4 Traffic and Transport

### 5.4.1 Access and Parking

Pedestrian access to The Star Sydney site is currently provided via entry points on Pyrmont Street, Jones Bay Road, Union Street and Pirrama Road while access to the Union Street site is provided on Edward Street, Pyrmont Bridge Road and Union Street.

Vehicular access to The Star Sydney site is provided via Pirrama Road and Edward Street. Additional access to and from the car park is provided for valet drivers in the Pyrmont Street porte cochere. Vehicle Access to the Union Street site is provided via Pyrmont Bridge Road.

The Star site currently includes 2,795 parking spaces within a five level basement car park and has approval of 3,000 parking spaces under MP08\_0098. Additionally, there are around 3,700 off-street parking spaces provided at other establishments within walking distance of The Star, such as at Harbourside, ICC Sydney and The Fish Markets. There are also 1,200 on-street parking spaces within walking distance of The Star. An at-grade car park is provided on the Union Street site which includes approximately 28 car parking spaces.

### 5.4.2 Loading

There are three loading dock areas on The Star Sydney site including The Star loading dock (via Jones Bay Road), The Darling loading dock (via Edward Street), and The Star Events Centre loading dock (via Pirrama Road). These are critical to the ongoing functioning of the facility, however any new development will seek to utilise these existing functions.

### 5.4.3 Road Network

The surrounding road network and the relevant characteristics are provided below.

- **Pyrmont Street** is a local road which runs north to south. It has one traffic lane in each direction and has a speed limit of 40 km/h. Kerbside parking is provided as 1 and 2 hour parking.
- **Union Street** is a local road running east to west with a speed limit of 40 km/h. It has one traffic lane in each direction and kerbside parking provided as 2-hour parking. There is also a separated two-way cycleway provided on the northern side of Union Street connecting to Pyrmont Bridge.
- **Edward Street** is a north-south local road with one traffic lane in each direction. The speed limit is 40 km/h and provides kerbside parking primarily as 2-hour parking. Edward Street also provides access to The Star car park and The Darling loading dock.
- **Pirrama Road** is a local road with one traffic lane in each direction. The speed limit is 40 km/h. No kerbside parking for general vehicles is provided, however, a number of bus stops and bus layover and parking spaces are provided on both sides of the road. One of the two main car park entrances is accessed off Pirrama Road via a signalised intersection.
- **Jones Bay Road** is a local road running east to west. It has a speed limit of 40 km/h and one traffic lane in each direction. Kerbside parking on Jones Bay Road is provided generally as 1-hour parking. It also has a number of taxi and loading zones, including access to The Star loading dock.
- **Pyrmont Bridge Road** in the vicinity of the site is a local road, with two traffic lanes in each direction and a speed limit of 40 km/h. It connects Pyrmont to the west via Anzac Bridge and Bank Street. No kerbside parking is provided.

## 5.4.4 Public Transport

### Light rail

The Star light rail stop is located within The Star Sydney site. It is located on the L1 Dulwich Hill to Central Line. Services operate from 6:12am to 0:33am (11:36pm on weekends) with 8 minute headways in the weekday morning and afternoon peaks and 10 minute headways during the middle of the day. The line connects with other Sydney and NSW rail services at Central Station as well as other light rail and bus services.

### Bus

Bus route 389 operates between the Star and Bondi Junction via Ultimo, Sydney CBD and Paddington. Services operate from approximately 5:00am to 1:00am with 5 to 6 minute headways in the weekday morning and afternoon peaks and 12 minute headways during the middle of the day.

### Ferry

The F4 Pyrmont Bay to Circular Quay ferry service operates from 6:25am to 0:12am with a 15 to 20 minute headway in the weekday morning and afternoon peaks and 30 minute headways during the middle of the day.

### Future Sydney Metro West

In May 2021, the NSW Government announced that it had selected a preferred site for a Metro Rail Station in Pyrmont which included 37-69 Union Street, Pyrmont. The Sydney Metro West line will offer frequent and rapid rail services from Pyrmont to Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays and Hunter Street, Sydney CBD.

## 5.4.5 Cycling Infrastructure

The existing cycling infrastructure around the site includes a separated two-way cycleway provided along the northern side of Union Street which connects to the CBD to the east and to the Anzac Bridge to the west via Miller Street. A foreshore cycleway passes through Pyrmont Bay Park on the north side of Pirrama Road. An extract of the City of Sydney cycling map is provided at **Figure 4**.



**Figure 4 City of Sydney Cycling Map**

Source: City of Sydney / Ethos Urban

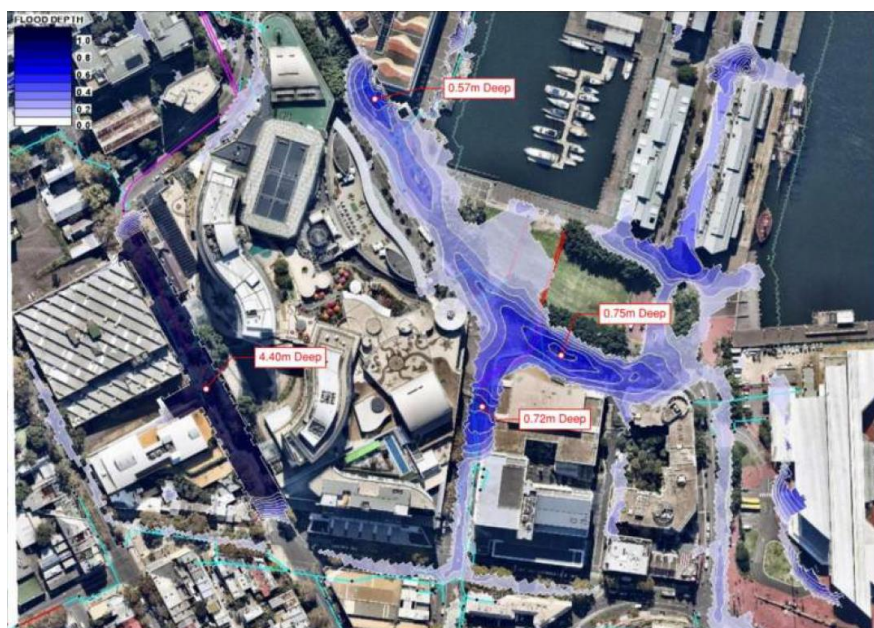


## 5.5 Existing Flood Condition

The Star key site is flood affected in the 100 year storm event and the Probably Maximum Flood Event. The flood depth is greatest on Pirrama Road, Edward Street, and Pyrmont Street. Refer to **Figures 5 and 6**.



**Figure 5 Existing Council Model 100 Year ARI Flood Depth**  
Source: City of Sydney / TTW



**Figure 6 Existing Council PMF Flood Model**  
Source: City of Sydney / TTW

## 6.0 Statutory Framework

The following current and draft local, state and regional planning controls and policies that apply to the site are included in **Table 8**.

**Table 8 Statutory Framework**

Policy	Purpose/Applicability
Environmental Planning and Assessment Act 1979	The Environmental Planning and Assessment Act 1979 (EP&A Act) is the principal piece of legislation governing planning and development in NSW. It provides for plan making, the assessment and approval of various types of development and other activities on land.
State Environmental Planning Policy (State and Regional Development) 2011	<p>The State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP) identifies development and sites that constitute 'State Significant Development', 'State Significant Infrastructure' and 'Regional Development'. Under Schedule 1 of the SRD SEPP, development for tourist related purposes that has a capital investment value (CIV) equal, or greater than \$100 million is identified as State Significant Development.</p> <p>Both the North and South Towers have an estimated CIVs such that they will be classified as State Significant Development, subject to confirmation by DPIE.</p>
State Environmental Planning Policy No.55 – Remediation of Land	<p>The purpose of State Environmental Planning Policy No.55 – Remediation of Land is to reduce risk of harm to human health by ensuring that contaminated land is suitably remediated prior to redevelopment of the site or any changes are made to its land use zone.</p> <p>Under clause 7 of the SEPP, any future development application for carrying out works on the site will be subject to additional assessment for contamination.</p>
State Environmental Planning Policy (Infrastructure) 2007	<p>The purpose of State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) is to facilitate the effective delivery of infrastructure across the State. In particular, the SEPP outlines:</p> <ul style="list-style-type: none"> <li>Land use zones where particular types of infrastructure are permissible (referred to as prescribed zones)</li> <li>Infrastructure works requiring development consent</li> <li>Infrastructure works that do not require consent and may require assessment under Part 5 of the Act</li> <li>Infrastructure works that may be undertaken as complying development or exempt development.</li> </ul> <p>Under Schedule 3 of the ISEPP the currently approved development on the site is considered "traffic generating development" and therefore requires referral to RMS.</p>
State Environmental Planning Policy (Building Sustainability Index BASIX) 2004	State Environmental Planning Policy (Building Sustainability Index BASIX) 2004 (BASIX SEPP) ensures consistency in the implementation of the BASIX scheme throughout NSW. The EP&A Regulations defines 'BASIX affected development' as development that involves the erection of BASIX affected building containing dwellings. The BASIX SEPP will be repealed by the Design and Place State Environmental Planning Policy when enforced.
State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development	State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development (SEPP 65) aims to improve the design quality of residential apartment development in NSW. Any future residential development on the site must be assessed the performance criteria and guidelines outlined in the Apartment Design Guideline (ADG).
Draft Design and Place State Environmental Planning Policy	<p>The Draft Design and Place State Environmental Planning Policy (Draft Design and Place SEPP) will be a principles-based SEPP, integrating and aligning good design and place considerations into planning policy, and giving effect to the EP&amp;A Act including good design and amenity of the built environment. The SEPP will repeal SEPP 65 and BASIX SEPP.</p> <p>At present, an Explanation of Intended Effect has been released which is not considered policy.</p>
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (Harbour SREP) provides an improved and clearer planning framework and better environmental outcomes for Sydney Harbour and its tributaries. The Star key site falls within the area subject to the Harbour SREP. Division 2 of Part 3 of the Harbour SREP

Policy	Purpose/Applicability
	include matters to be taken into consideration by the consent authorities before the carrying out activities under Part 5 of the EP&A Act.
State Environmental Planning Policy (Coastal Management) 2018	State Environmental Planning Policy (Coastal Management) 2018 (Coastal Management SEPP) aims to promote an integrated and co-ordinated approach to land use planning in the coastal zone in a manner with the objects of the Coastal Management Act 2016, including the management objectives for each coastal management area.
<b>Sydney Local Environmental Plan (2012)</b>	
Clause 2.1 – Zone	<ul style="list-style-type: none"> <li>• <b>The Star Sydney site:</b> B3 Commercial Core</li> <li>• <b>Union Street site:</b> B4 Mixed Use</li> </ul>
Clause 4.3 – Height of Buildings	<ul style="list-style-type: none"> <li>• <b>The Star Sydney site:</b> Majority of the site is assigned a 28m height limit whilst the towers currently on site are assigned a 65m height limit.</li> <li>• <b>Union Street site:</b> 31m</li> </ul>
Clause 4.4 – Floor Space Ratio (FSR)	<ul style="list-style-type: none"> <li>• <b>The Star Sydney site:</b> primarily assigned a 3.5:1 FSR control however a 3:1 FSR applies to the railway corridor running through the site.</li> <li>• <b>Union Street site:</b> 4:1</li> </ul>
Clause 5.10 – Heritage Conservation	Item 1259 known as the Former Pyrmont Power Station Administrative building (42 Pyrmont Street) including interiors, referred to as the former Sydney Electric Light Station (SELS) building, is listed as a general item in the north western corner of the site.
Clause 6.21 – Design Excellence	<p>Both sites are located outside of Central Sydney under the Sydney LEP 2012. Pursuant to Clause 6.21, a competitive design process must be held if:</p> <ul style="list-style-type: none"> <li>• The development has a height greater than 25 metres;</li> <li>• The development has a CIV of more than \$100 million; or</li> <li>• A DCP (Stage 1 DA) is required to be prepared under Clause 7.20.</li> </ul> <p>Undertaking a competitive design process would allow the consent authority to grant either 10% additional height OR 10% additional FSR (not both).</p>
Clause 7.20 – Development requiring or authorising preparation of a development control plan – Development requiring or authorising preparation of a development control plan	<p>Under Clause 7.20, a site specific DCP is required to be prepared if:</p> <ul style="list-style-type: none"> <li>• The site area for the development exceeds 5,000 m<sup>2</sup>; or</li> <li>• The development will have a height greater than 25 metres.</li> </ul> <p>The requirement for a DCP can be satisfied by a Stage 1 (Concept) DA.</p> <p>The Star consider this Key Site Master Plan as meeting the requirements of cl7.20 and as such, seek the deletion for the requirements of a site specific DCP in any future development controls for the site.</p>



## 7.0 Strategic context

### 7.1.1 A Metropolis of Three Cities – Greater Sydney Region Plan

The Greater Sydney Region Plan (GSRP) sets a 40 year vision to 2056 and outlines a 20 year plan to manage growth and change for Greater Sydney. It is the overarching strategic planning document for Greater Sydney and informs the preparation of both district and local plans.

The site is located within the Eastern Harbour City, which is identified as Sydney's Metropolitan Centre, providing globally competitive financial, professional, health, education and innovation services. The vision for the Eastern Harbour City states:

*“The Harbour CBD will focus on innovation and global competitiveness to underpin its continued growth. It will extend its capabilities with an emerging innovation corridor on its western edge comprising universities, a major teaching hospital, international innovation companies and fast-growing start-ups.”*

One of the GSRP's objectives is for the Harbour CBD to be stronger and more competitive and that includes distinct assets that support the Harbour CBD's global role in entertainment, cultural, tourist and conference facilities as well as providing high amenity and high density residential precincts.

The GSRP also identifies 10 strategic directions for Metropolitan Sydney. Applicable directions and their relationship with the proposed Master Plan have been outlined below:

- **A city supported by infrastructure:** Under this direction the GSRP seeks to ensure better utilisation of infrastructure and to make sure the provision of infrastructure aligns with forecast growth and that it adapts to meet future needs.
- **A city for people:** Under this direction the GSRP seeks to celebrate the arts as well as support creative industries and innovation.
- **Housing the city:** The GSRP recognises that significant population growth will place demand on housing supply. It is acknowledged that more housing should be within close proximity to employment, public transport, and walking and cycling opportunities.
- **A city of great places:** The GSRP recognises the importance of great places that focus on the public realm and celebrate the local character of a particular place and the surrounding community.
- **A well-connected city:** The GSRP identifies the need for people to be connected via public transport. The integration of land use, transport and infrastructure planning can help achieve the goal of a 30-minute city.
- **Jobs and skills for the city:** The GSRP identifies the opportunity and necessity for strategic planning to grow an internationally competitive economic Harbour CBD.

### 7.1.2 Eastern City District Plan

The Eastern City District Plan (District Plan) is a 20 year plan to manage growth in the context of economic, social and environmental matters to achieve the 40 year vision for Greater Sydney. The District Plan forms one of five plans which contain several planning priorities and actions for implementing the GSRP at a district level, providing a bridge between regional and local planning.

Important Planning Priorities and relevant actions that apply to the Master Plan are set out below:

- Planning Priority E5: Providing housing supply, choice and affordability, with access to jobs, services and public transport
- Planning Priority E7: Growing a stronger and more competitive Harbour CBD
  - Action 24: Strengthen the international competitiveness of the Harbour CBD and grow its vibrancy by:
    - providing residential development without compromising commercial development
    - providing a wide range of cultural, entertainment, arts and leisure activities

- providing a diverse and vibrant night-time economy, in a way that responds to potential negative impacts.
- Action 25: Review as required, planning controls to facilitate economic activity to deliver on the job targets.
- Planning Priority E10: Delivering integrated land use and transport planning and a 30-minute city
  - Action 33: Integrate land use and transport plans to deliver the 30-minute city.
- Planning Priority E13: Supporting growth of targeted industry sectors
  - Action 56: Consider opportunities to implement place-based initiatives to attract more visitors, improve visitor experiences and ensure connections to transport at key tourist attractions
  - Action 57: Consider opportunities to enhance the tourist and visitor economy in the District, including a coordinated approach to tourism activities, events and accommodation.
- Planning Priority E19: Reducing carbon emissions and managing energy, water and waste efficiently
  - Action 68: Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts in Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects
  - Action 69: Support precinct-based initiatives to increase renewable energy generation, and energy and water efficiency, especially in Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation Projects
  - Action 72: Encourage the preparation of low-carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimise car parking provision where an increase in total floor area greater than 100,000 square metres is proposed in any contiguous area of 10 or more hectares.

### 7.1.3 Better Placed

Better Placed is an integrated design policy for the built environment of NSW that has been developed by the Government Architect of NSW (GANSW). GANSW defines a well-designed built environment as being; healthy, responsive, integrated, equitable and resilient. It is guided by a set of objectives which are intended to achieve good design throughout the development process. The objectives are intended to be adopted by industry, professional and government agencies, as well as by communities of NSW. The objectives have been utilised in the formation of the Master Plan and are as follows:

- Better fit: contextual, local and of its place
- Better performance: sustainable, adaptable and durable
- Better for community: inclusive, connected and diverse
- Better for people: safe, comfortable and liveable
- Better working: functional, efficient and fit for purpose
- Better value: creating and adding value
- Better look and feel: engaging, inviting and attractive

The proposed planning framework will include design excellence provisions, in line with the City of Sydney's policies, to ensure that future development is required to undergo a competitive design process to guarantee the achievement of design excellence.

### 7.1.4 GANSW Master Planning Considerations

The Government Architect has published a series of objectives that constitute a successful master plan. In their opinion and from publication 'Towards an Urban Renaissance', a successful master plan must:

- raise aspirations and provide a vehicle for consensus and implementation;
- take into account likely implementation and delivery routes;
- fully integrate with the land-use planning system;

- enable new uses and market opportunities that fulfil the full development potential of a site;
- be flexible and provide a basis for negotiation and dispute resolution; and
- result from a participatory process, providing all stakeholders with the means of expressing their needs and priorities.

The above objectives have been considered in the development of The Master Plan.

### 7.1.5 City Plan 2036

City Plan 2036 is Council's Local Strategic Planning Statement which sets out the 20 year vision for land use planning in the city. It sets out planning priorities and actions needed to achieve Council's vision – "Green, Global and Connected". The LSPS is intended to guide future changes to the planning controls in Council's Local Environmental Plan (LEP) and development control plans (DCP).

The LSPS acknowledges Pyrmont's integral location in the Eastern City District's Innovation Corridor. Capitalising on Pyrmont as a location for business and enterprise has been recognised as important qualities to ensuring the Harbour CBD continues to contribute to Sydney's global competitiveness.

The LSPS recognises the opportunities associated with locating a Sydney Metro West Station in Pyrmont (exact location remains to be confirmed) providing off-peak and contra-peak patronage by increasing access to destinations such as the Sydney Fish Markets, the Maritime Museum, the Sydney Convention and Exhibition Centre, the Lyric Theatre, the Powerhouse Museum and the Star City Casino.

The LSPS has identified that the review of planning controls in Pyrmont will focus on unlocking opportunities for economic development and jobs growth. The LSPS also notes the NSW Government will develop new planning controls for the Pyrmont Peninsula with the objective of Pyrmont and the Western Harbour Precinct becoming the "gateway to the CBD" and Sydney's next "economic and jobs hub".

Of particular importance to the Master Plan is the LSPS' actions which are focused around the delivery of new metro stations on the Sydney Metro West line at Pyrmont to serve existing and forecast populations. Council is committed to working with NSW Government and other government agencies to develop a land use framework that:

- Promotes employment growth, visitor accommodation, affordable enterprise space, high technology industry, retail, community and cultural uses;
- Facilitates improved environments for walking and cycling; and
- Maximises public and active transport interchange.

The LSPS also notes Council's commitment to work with the NSW Government to review planning controls for Pyrmont to facilitate appropriate economic and employment growth while remaining sensitive to Pyrmont's unique built form and heritage qualities. The Star are also committed to working with the NSW Government to encourage future development on the Union Street site which is the potential future location of the Pyrmont Metro station.

### 7.1.6 Sustainable Sydney 2030

Sustainable Sydney 2030 is Council's community strategic plan. Its purpose is to identify the community's main priorities and aspirations for the future and to identify how to achieve these goals. The Plan builds on Council's commitment toward a green, global and connected city by 2030. Each of the ten strategic directions have been considered in the development of the Master Plan. Detailed sustainability considerations have been detailed in the Sustainability Strategy at **Appendix F**.

## 8.0 Alignment with the Pyrmont Peninsula Place Strategy

### 8.1 Place Strategy Vision

The vision of the Place Strategy is as follows:

*In 2041, the Pyrmont Peninsula will be an innovative, creative and cultural precinct and an engine room of the Eastern Harbour CBD. It will connect to the Innovation Corridor and other innovation and job precincts via Sydney Metro and complement the Sydney CBD.*

The Master Plan seeks to contribute to the Place Strategy vision in its entirety, as stipulated in the following sections.

### 8.2 Key Site Master Plan Place Strategy Requirements

The Place Strategy requires The Star to submit a master plan for its key site showing how future development aspirations can be accommodated over the medium term (approximately 10 years). The Place Strategy outlines a series of outcomes which are required to be met. A response to each of these is provided in **Table 9**.

**Table 9 The Star Master Plan response to Place Strategy outcomes**

Place Strategy Outcome	The Star Master Plan Response	Achieved
Reduce the size and bulk of the buildings on the site when seen from the street through an improved interface between the built form and the surrounding area at the ground plane.	The Master Plan proposes podium heights that consider the existing urban fabric and minimise the perceived visual bulk to pedestrians on the ground plane. The built form is further illustrated in the Master Plan at <b>Appendix A</b> . A Design Guide and future Design Excellence Processes will further refine the built form in the absence of any information as to the future character and built form of the broader sub-precinct.	✓
Improved and widened public domain on surrounding streets through the removal of bus and coach parking from streets and provision of an on-site parking solution.	The Public Domain Report ( <b>Appendix C</b> ) provides a detailed look into the future of the Key Site's surrounding street network of the which can be delivered by The Star, with permission from the City of Sydney. The TIA ( <b>Appendix G</b> ) also provides technical input into the proposed movements of drop off and parking areas on the existing site.  As part of the Complete Streets treatment for Pirrama Road, it is proposed to relocate some of the coach and mini bus parking from Pirrama Road into the internal service road of The Star. The open-top tourist bus stop is also proposed to be relocated north to assist with the creation of the shared area on Pirrama Road. A key focus of the Key Site Master Plan has been on the public domain and streets surrounding the site, as well as the refinement of bus and coach parking where possible, mindful of the operational requirements of the existing facility.	✓
Building separation to maintain generous view corridors between buildings and minimise visual impacts from the water and surrounding public domain.	Building separation on The Star key site is provided to maximise views across the site through to the water and to the Pyrmont Peninsula as best as possible, despite not having access to the broader Sub-Precinct Master Plan. Visual impacts of the Master Plan proposed envelopes have been considered in the VIA ( <b>Appendix I</b> ). A Design Guide and future Design Excellence Processes will further refine the built form in the absence of any information as to the future character and built form of the broader sub-precinct.	✓
Enhancing 24-hour public connections through The Star precinct that are ideally open to the air and accessible to the public to enable a greater level of public permeability through the current site.	The Master Plan includes a series of public connections through the site which have the potential to be accessible 24/7 and will increase the existing permeability of the site. A through-site link is also proposed which will provide pedestrians with a connection from Jones Bay Road and Pirrama Road, and mindful of the operational requirements of the Star to deliver a 6-Star hotel, these links will seek to maximise the level of access to sky and daylight.	✓
No increase to overshadowing of surrounding public spaces.	Extensive testing into the overshadowing impacts has been undertaken by FJMT and is provided at <b>Appendix A</b> . The overall overshadowing impact caused by the proposed new height controls is considered appropriate	✓

Place Strategy Outcome	The Star Master Plan Response	Achieved
	<p>considering the future character of the area as identified in the Place Strategy.</p> <p>The southern Union Street tower has been reduced in height to respond to the Final Place Strategy, as well as the shadow constraints to Elizabeth Healey Reserve and the 'renewal focus zone' to the south which assumes that, leveraging off the new Metro (Big Move 3), wholesale renewal of this precinct will occur over the next 10 years.</p> <p>The proposed built form concepts have been designed to the parameters established in the final Place Strategy, being no net additional overshadowing to the existing Elizabeth Healey reserve at 21 June.</p>	
Minimise impact on local character through effective control of built form, scale and material use.	<p>The character of the Darling Island sub-precinct has been identified as one that will continue to evolve over time. The Place Strategy places an emphasis upon increased employment and dwelling capacity closest to the potential new future Metro station and note the need for buildings along Union Street to transition in height to the harbour. The Master Plan has made a conscious effort to shape the envelopes to consider the surrounding character and built form.</p> <p>The Key Site Master Plan concepts reflect the tower forms of the final Place Strategy, with the Star Key Site Master Plan reinforcing the identified renewal focus areas and '<i>places for economic innovation</i>' as outlined in the Place Strategy Structure Plan</p>	
Improved public benefits, including a description of the public benefits to be offered for development on The Star's key site in addition to those specified in the final Place Strategy.	<p>The Master Plan's commitment to public benefits is detailed in <b>Section 11.0</b>.</p> <p>The Star has committed to the public benefits of the Place Strategy however, following engagement with the City of Sydney, understands that Council is undertaking a review of its contributions plan for Pyrmont. This will form part of any public benefit offer, in addition with the as yet unknown State Infrastructure Contribution and possible 'value share contribution' mooted in the announcement of the Pyrmont station for West Metro.</p>	✓

### 8.3 Structure Plan

The Master Plan is consistent with the Place Strategy Structure Plan for the following reasons:

- The Star Key Site sits within an 'Area capable of change' that leverages of the broader precinct renewal that would be anticipated with the Metro investigation area.
- The site seeks to transform Pirrama Road to appropriately connect to the regional harbour parkland which lines the perimeter of the Peninsula and connections to the harbour foreshore walk.
- The site will ensure optimum access to The Star Light Rail Station for pedestrians.
- Future development on the site will respond to the Plan which marks The Star key site as an area capable of change.
- Landscaping and public domain works will ensure the active transport route along Union Street is retained and enhanced (with the City of Sydney's approval).



**Figure 7** Place Strategy Structure Plan  
Source: DPIE

### 8.4 Darling Island Sub-Precinct

The Star key site is located within the Darling Island sub-precinct which is recognised as a location for entertainment, tourism and innovation industries in the Place Strategy.

Over the next 20 years, the Place Strategy envisages more tourism and visitor attractions which will create new jobs and investment, including a prosperous night-time economy. It has been recognised that most of the change within the sub-precinct will occur on The Star key site and that protection of the surrounding area's character is important. By 2041, a further 600 people and 2,735 jobs are projected under Place Strategy.

A series of place priorities for Darling Island are provided under Place Strategy. The Master Plan's consistency with the place priorities is provided in **Table 10**.



**Table 10 Master Plan's consistency against Darling Island sub-precinct priorities**

Darling Island Place Priority	Master Plan Response
<i>Plan for new jobs in tourism, entertainment, culture, creativity and innovation within walking distance of the Pyrmont Metro station</i>	The proposed development will result in approximately 2,293 Full Time Equivalent (FTE) jobs related to the construction phase, and approximately 440 FTE jobs once the development is complete and fully occupied. Refer to the Social and Economic Benefit Statement ( <b>Appendix J</b> ).
<i>Providing residential development, including affordable housing without compromising the attractiveness of Darling Island for tourism, visitor and 24-hour economy uses, cultural, creative, entertainment and commercial uses.</i>	The Southern Tower proposes 160 apartments which will cater to the growing population of the Pyrmont Peninsula and will complement the surrounding entertainment and commercial uses of the Darling Island sub-precinct. This is a proportion of the overall dwelling targets proposed for the Sub-Precinct, however it is proximate the Tumbalong Park precinct which anticipates significant residential renewal of an additional 2,055 more people. It is submitted that the southern part of the Darling Island sub-precinct is best suited to residential land uses that leverage off the Metro investigation area.
<i>Create new or adapt space in older buildings for new workplaces and look to diversify Darling Island's tourism and visitor offerings.</i>	There are currently no plans for major refurbishment of the ELS building.
<i>Protect views to and from the harbour and from higher points such as Harris Street and Distillery Hill, including from public areas.</i>	A VIA has been prepared which assesses the visual impact of the proposed building envelopes from the public domain. Refer to <b>Appendix I</b> .
<i>Create a continuous harbour foreshore walk, including the section around Jones Bay Wharf, and include clear wayfinding.</i>	Upgrades to Pyrmont Bay Plaza are proposed and will improve the harbour foreshore walk adjacent to The Star Sydney site. Refer to <b>Appendix C</b> .
<i>Investigate an interpretative heritage walk between Pyrmont and Glebe Island bridges (aligned with Union Street) to celebrate heritage and the history of industry and enterprise.</i>	Not applicable to this Master Plan.
<i>Create attractive, safe and connected streets for walking and cycling, particularly in back-of-house areas, with activity spurred on by shops, cafes, outdoor dining, public art, and community spaces.</i>	A Public Domain Report has been prepared by Urbis which provides a detailed consideration into the surrounding street network. The proposed ground floor land uses applicable to the Master Plan and which will contribute to activated street frontages are included in <b>Appendix B</b> .
<i>Upgrade open space areas including</i> a. <i>a new play space with climbing elements, sensory gardens, playful public art and a safe pavement treatment to encourage jumping and play.</i> b. <i>an outdoor fitness station in Pyrmont Bay Park or Metcalfe Park.</i>	The Star are committed to contributing to the upgrades to surrounding open space areas and relevant infrastructure once the Local and State Infrastructure Contributions are known. This is further discussed in <b>Section 11.0</b> .
<i>Create space for public indoor sports and recreation on rooftops or in space within podiums as sites are redeveloped, similar to the rooftop courts at Ultimo Community Centre.</i>	No indoor sports or recreation spaces are proposed on the existing or proposed hotel / entertainment / restaurant developments however the Star is willing to contribute to their delivery across the wider Precinct.
<i>Establish planning controls for renewal sites to encourage design excellence and 'open up' connections through large buildings and sites, better walking and cycling connections, reinstated harbour views, protected heritage items, green space, and precinct-wide infrastructure.</i>	The proposed planning controls are detailed in <b>Section 10.0</b> and also detailed within the Design Guide ( <b>Appendix D</b> ) and Design Excellence Strategy ( <b>Appendix E</b> ).

Darling Island Place Priority	Master Plan Response
<i>Transition building heights from Union Street (and higher land around Harris Street) to the harbour so taller buildings are located to respect privacy, open space such as Union Square, views to and from the northern end of the Peninsula from the harbour, heritage items and existing buildings.</i>	The Master Plan is consistent with the Place Strategy, providing built forms which transition down to the Harbour. The Southern Tower is located within a portion of the Pyrmont Peninsula which supports taller development while the Northern Tower features a lower height, as per the Place Strategy requirements.
<i>Address potential impacts of 24-hour economy activities on amenity including noise, safety, traffic and transport, amongst others.</i>	The Star are committed to providing land uses which contribute to the night-time economy. The environmental impacts of the Master Plan have been assessed in the consultant reports that are appended to this report (refer to the Table of Contents).
<i>Promote activities under the 24 Hour Economy Strategy in a way that recognises and addresses potential impacts to residential amenity, including noise, safety, traffic and transport in planning and other regulatory processes.</i>	
<i>Upgrade walking and cycling access, particularly to the Pyrmont Metro station, and investigate a multimodal transport hub.</i>	A Complete Streets Strategy has been prepared by Urbis with input from WSP and is included in the Public Domain Report at <b>Appendix C</b> .
<i>Improve walking and cycling connections, permeability, and wayfinding throughout the Peninsula and to public spaces, including between Point and Pyrmont streets and Pirrama Road, and to/from light rail stops</i>	Street upgrades are proposed as part of the Master Plan and are included in the Public Domain Report ( <b>Appendix C</b> ). Site permeability and pedestrian connections, as well as connectivity to the Light Rail station located on The Star Sydney site have been considered in the Urban Design Report ( <b>Appendix B</b> ).
<i>Make it easier for people to traverse steep areas from the harbour to the ridgeline, such as at John Street (for example, add a walkway, stairs or lift) and facilitate an active transit loop around the Peninsula.</i>	Not applicable.
<i>Prepare a Complete Streets Strategy using the NSW Government's Movement and Place principles to transition Pirrama Road to a shared access way for pedestrians, cyclists, buses, private and delivery vehicles and to enable weekend or event-based activity program</i>	A Complete Streets Strategy has been prepared by Urbis with input from WSP and is included in the Public Domain Report at <b>Appendix C</b> .
<i>Provide communal rooms for residents for activities such as music practice and indoor fitness, as well as creative and cultural spaces for participation, production and exhibition.</i>	Community spaces on The Star key site will be discussed with Council the needs have been assessed and spatial requirements detailed. The Star is committed to continued dialogue with the State and Local Government, as well as key stakeholders in the identification of use and quantum of potential community space and will form part of any future development application and associated planning agreement – once The Star has a more substantial understanding of the supported development. This approach is supported by correspondence with the City of Sydney.



## 8.5 Response to Place Strategy 10 Directions

### 8.5.1 Direction 1 - Jobs and industries of the future

The Place Strategy has recognised that jobs related to the creative, tourism and entertainment precinct are key to the future of the Peninsula as an attractor for investment in job-creating industries in a global and competitive city. The Economic Development Strategy that accompanied the Place Strategy, outlines that total employment in the Peninsula is forecast to increase by 54-63% by 2041. The Strategy identifies the economic vision for the Peninsula which foresees to “enhance its role as an attractive waterfront tourism and entertainment district, supporting the global attractiveness of the Sydney Harbour with a 24-hour economy”. It is also recognised that between 590,000 and 823,000m<sup>2</sup> of additional floorspace will be required by 2041. Approximately 55 per cent of floor space is anticipated to accommodate an increase in jobs in tourism and entertainment and education industries.

The Master Plan responds to the above matters as outlined in the Place Strategy and its accompany documents by providing 61,540m<sup>2</sup> total of additional floor space. Of which 53% will relate to tourism uses in the form of hotels found in both the Northern and Southern Towers. An Economics and Social Benefits Statement has been prepared by Ethos Urban and is provided at **Appendix J**. The Statement outlines the Master Plan will provide approximately 4,077 Full Time Equivalent (FTE) jobs related to the construction phase, and approximately 734 FTE jobs once the development is complete and fully occupied.

### 8.5.2 Direction 2 - Development that complements or enhances the area


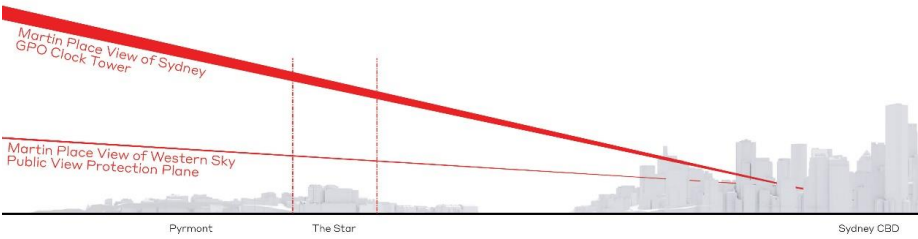
Direction 2 of the Place Strategy is focused on ensuring changes to the built form profile of the Peninsula is sympathetic to the historical village charm of Pyrmont. While this is the case, the Place Strategy has identified the Star as a Key Site which can catalyse major development, which will contribute to the Peninsula’s contribution to the global economy and will secure public benefit.

The Master Plan has been appropriately designed to recognise the existing and future character of the Peninsula. Additionally, the height principles outlined in the Place Strategy under Direction 2 have been considered and observed.

The Master Plan’s alignment with the height principles is provided in **Table 11** below.

**Table 11 Masterplan consistency with Place Strategy height principles**

Height Principle	Master Plan Consistency
<i>Heights located close to ridge lines and stepping down to the harbour edge in the northern part of the Peninsula.</i>	The Master Plan is consistent with the Place Strategy, providing built forms which transition down to the Harbour. The Southern Tower is located within a portion of the Peninsula which supports taller development while the Northern Tower features a lower height, more sympathetic to its surrounding context.
<i>Heights appropriately interface with existing heritage context in Pirrama, Pyrmont Village and Wentworth Park.</i>	The proposed building envelope heights included in the Master Plan are considered to be appropriate with the surrounding heritage context. Detailed heritage considerations will be assessed at the development application stage.
<i>Manage wind effects at edges of the Peninsula.</i>	An assessment into the impact of the local wind environment at the critical outdoor areas within and around the site has been conducted by Wind Tech and is provided at <b>Appendix H</b> .
<i>Promote daylight into streets.</i>	Sunlight protection to public spaces and important places have been prioritised. The proposed over shadowing impacts are provided at <b>Appendix A</b> which detail the compliance with the Place Strategy considerations.
<i>Maintain human scale in streets.</i>	The reference designs have accounted for human scale, which has been reflected in the scaling of the Northern and Southern Tower’s podia.
<i>Promote public views to and from the water.</i>	The proposed towers have an acceptable view impact from the public domain as assessed within the VIA provided at <b>Appendix I</b> .
<i>Protect the Martin Place view corridor.</i>	The Martin Place view corridor affects the Northern Tower as shown below

Height Principle	Master Plan Consistency
	 <p>Specific to Pyrmont Peninsula and The Star, the two Martin Place view protection planes known as the 'Western Sky View' and 'Sydney GPO Clock Tower' will extend over the site at a height of approximately RL 135m to RL 308m. The below illustrates the impacts of the view planes as they dissect the Peninsula and The Star.</p>  <p>The 110RL Northern Tower will not therefore be affected by the Martin Place view corridor.</p>
<p><i>Protect areas of significant heritage or urban quality, including heritage conservation areas, Union Square and Harris Street.</i></p>	<p>The Master Plan will not cause any adverse impacts to the SELS Building on the site nor on the nearby heritage items or heritage conservation areas.</p>
<p><i>Protect sunlight to parks and public open spaces.</i></p>	<p>Protection of sunlight to parks and public open spaces has been prioritised as much as possible in the development of the Master Plan, while also ensuring future character aspirations of the area are met.</p>
<p><i>Observe limits set by Civil Aviation Authority.</i></p>	<p>The proposed heights will not obstruct the limits set by the Civil Aviation Authority.</p>

### 8.5.3 Direction 3 - Centres for residents, workers and visitors

Direction 3 of the Place Strategy identifies the Peninsula's role as a global destination attracting local Sydneyiders and people from around the world. The site is located within the Darling Island sub precinct which is described as a *"harbour home of large commercial, cultural and entertainment destinations"*.

The Place Strategy outlines the opportunity for the precinct to deliver a vibrant night-time economy benefiting the local community and visitors which is also connected to the peninsula's open spaces. The proposed mix of uses located on The Star key site will facilitate a vibrant destination that both visitors and residents can enjoy. In particular, the future mixed uses on the podium of the South Tower will provide for a concentration of shops, services and work environments which are anticipated activate the area.

### 8.5.4 Direction 4 - A unified planning framework

It is acknowledged the Place Strategy will be given immediate statutory effect through a Ministerial Direction that requires all planning proposals to be consistent with the Place Strategy. As the site is identified as a key site, the Place Strategy will enable future development to advance under State-led pathways.

This Master Plan seeks for height and FSR amendments as outlined in **Section 10.0**, to be included in the Sydney LEP 2012. The Design Guide which accompanies the Master Plan (**Appendix D**) is intended to replace the need for a site specific DCP under Clause 7.20 of the Sydney LEP 2012 and the Design Excellence Strategy (**Appendix E**) is intended to facilitate future design competitions for the North and South Towers.

### 8.5.5 Direction 5 - A tapestry of greener public spaces and experiences

Direction 5 of the Place Strategy outlines the importance of green spaces and the harbour which surrounds the Peninsula. It is recognised through consultation that people want better connections to the water. Future development on the site will facilitate additional public amenity and will make the foreshore a more enjoyable place.

Pedestrian connections through the site have been considered in the development of the Master Plan and are detailed in the Urban Design Report (**Appendix B**). The Place Strategy identifies the importance of providing links across the Peninsula along shaded streets to connect new and existing parks, of which the Master Plan supports. The Public Domain Report (**Appendix C**) indicates proposed upgrades (subject to Council's confirmation) to the site's surrounding streets including Pirrama Road, Edward Street, Union Street, Pyrmont Street and Jones Bay Road (refer to **Section 8.5.7**). Significant works to Pyrmont Bay Plaza are included in the Master Plan which look to revitalise the foreshore plaza that expands beyond Pirrama Road to The Star Sydney's main entry. The plaza includes a small water play zone adjacent to Pyrmont Bay Park, new green space and dense palm planting to provide additional shade while maintaining views to the foreshore. The works will contribute to the Place Strategy vision in creating better connections between the public domain and the water.

### 8.5.6 Direction 6 - Creativity, Culture and Heritage

The Star Sydney has been a source of entertainment for over two decades. It features the award-winning \$100 million The Star Event Centre, as well as the renowned 2,000 seat Sydney Lyric Theatre which has contributed significantly to attracting global performances and exhibitions to Sydney. The Star Sydney has played host to major domestic and international performances, such as the AACTA Awards, the ARIA Awards, and world-renowned musical talents. International nightclub Marquee adds a further musical dimension, attracting some of the world's most prominent and emerging R performers, along with Rock Lily, a live music venue showcasing some of Australia's up and coming performing artists.

The Star are committed to ensuring the entertainment industry bounces back following Covid-19 and the Peninsula caters to the cultural needs of residents and visitors. The uses proposed in the Master Plan will inherently support the existing entertainment uses located on the site and will improve overall activation of the Peninsula. The Key Site Master Plan also seeks additional building area to Level 5 that will allow for the future (potential) conversion of the existing event / function space to provide potential concert / theatre space fly towers.

Additionally, The Star Sydney's waterfront location provides opportunities to contribute to the Place Strategy' response to Direction 6 by contributing to the Sydney Harbour foreshore walk and revitalising the water-edge experience nearby to the site through the implementation of Pyrmont Bay Plaza.

### 8.5.7 Direction 07 - Making it easier to move around

Direction 7 of the Place Strategy outlines the importance of prioritising connectivity and active transport throughout the Peninsula. Pedestrian and cyclist movement has been a key consideration in the development of the Master Plan. Significant changes are proposed to the surrounding street network (subject to Council's confirmation) which include:

- **Pirrama Road:** A complete street including a shared area, new tree planting, active frontages, outdoor dining and repositioned drop off to expand the plaza and better connect the light rail station with the Foreshore Walk.
- **Edward Street:** Reconfigure through kerb re-alignments that expand the public realm for additional landscape, seating and to enhance the connection from the potential future Metro station to the foreshore.
- **Union Street:** Reconfigure through kerb re-alignments that expand the public realm for additional landscape, seating, outdoor dining and to enhance the pedestrian experience a from Pymont Bridge to Union Square.
- **Pymont Street:** Reconfigure through kerb re-alignments that expand the public realm for additional landscape, seating, to enhance the pedestrian experience and improve connections through the site.
- **Jones Bay Road:** Reconfigure through kerb re-alignments that expand the public realm for additional landscape to enhance the pedestrian experience and improve connections through the site.

Opportunities for increased site permeability are detailed in the Urban Design Report (**Appendix B**). An extract is provided in **Figure 8** below.



**Figure 8 Opportunities for increased site permeability**  
Source: Ethos Urban

Additionally, the Master Plan does not propose additional parking to what is already located on the site. Basement parking is not proposed as part of the Union Street, given the site will be well connected to multiple transport modes.

### 8.5.8 Direction 08 - Building now for a sustainable future

The Place Strategy provides four key sustainability interventions that are targeted to deliver precinct-based solutions towards a net-zero carbon precinct by 2041 and which include:

- Multi-utility hubs as precinct infrastructure.
- Green Streets and Active Streets: involving the reallocation of space on key active streets to facilitate increased green open space and canopy to create cooler urban environments (and enabled by multi-utility hubs).
- High Performance New Buildings: to deliver new development that is high performance and resilient by encouraging use of solar, batteries, recycled water, electric vehicles through BASIX and NABERS targets and no on-site parking for residential development.
- Offsetting to deliver a Net Zero Outcome: Modelling suggests that if the other three interventions are delivered there will be a residual quantity of emissions that would require offsetting to reach net zero emissions across the Peninsula.

The Star already has a range of initiatives, commitments and policies related to sustainability. The company is committed to the following:

- A carbon reduction pathway and 2030 net zero carbon emissions target
- Partnering with the City of Sydney and programs including the Sustainable Destination Partnership
- Sustainable Design and Operation Standards and alignment to the UN Sustainable Development Goals
- Response to Country and The Star's Reconciliation pathway; and
- The Circular Economy

In response to Direction 8 of the Place Strategy, the Master Plan includes the following considerations, some of which are subject to agreement with Council:

- Enhancing existing active transport corridors, particularly along Pyrmont Street;
- Expansion of footpaths by tightening of car lines with build outs;
- Inclusion of green space within Pyrmont Bay Plaza;
- Protection and inclusion of tree canopy to reduce "heat island effect" to enhance amenity of streets.

Further information on sustainability is provided in **Section 12.9** and in the Sustainability Strategy prepared by WSP and provided at **Appendix F**.

### 8.5.9 Direction 09 - Great homes that can suit the needs of more people

Direction 9 of the Place Strategy outlines the need for a diverse housing types, tenures and price points to suit different household sizes, configurations and needs. Housing should also be affordable and meet sustainability objectives and performance targets for reduced environmental impacts. The Master Plan is intended to facilitate approximately 160 apartments on the Southern Tower site, which will range in size dependent on market needs. The supply of housing will support Direction 9 by increasing supply and choice within a high amenity inner city metropolitan suburb close to the Sydney CBD and major transport connections, including the future Metro Station.

It is anticipated that affordable housing contributions will be provided for at the detailed DA stage.



### 8.5.10 Direction 10 - A collaborative voice

The Place Strategy outlines the importance of the Peninsula in forming part of the Innovation Corridor and that securing an enduring model of collaboration will be the next step in planning for the future of Pyrmont. Future mixed uses proposed in the Master Plan, have the potential to contribute to innovative retail initiatives and placemaking opportunities that will improve the amenity of the area and deliver significant social benefits.

It is anticipated that the Union Street tower will provide community space that will be determined in consultation with Council, local residents and key stakeholders.

## 8.6 The Star's Response to the Place Strategy Big Moves

The Place Strategy includes five 'Big Moves' which aim to unlock the potential of the Peninsula and bring the Place Strategy vision to life. They represent major outcomes related to economic, transport, entertainment, sustainability and public space.

Key sites as listed under the Place Strategy are required to deliver in whole, or in part, one or more 'Big Moves'. The 'Big Moves' which are particularly relevant to The Star site include both Big Move 2 and 3, for the reasons outlined below.

### 8.6.1 Big Move 2 – A vibrant 24-hour cultural and entertainment destination

The Star site is considered to align with Big Move 2 as it forms the central part of the entertainment precinct in Sydney. Importantly, the City of Sydney's 24-hour Economy Strategy identifies Pyrmont as a key precinct in achieving Council's focus on activating and diversifying entertainment, food and beverage, cultural and other supporting venues in the Sydney LGA.

The Star is a major entertainment destination and place of cultural activity, for not only Pyrmont, but for Greater Sydney as a region. It provides a diverse range of cultural entertainment, hospitality, and retail facilities, contributing to the tourism economy by attracting domestic and international visitors.

In the development of the Master Plan, consideration has been given into street structure, public spaces and how they will be used in terms of safety and security to ensure the site can cater for a diversity of uses during both day and night. There is an opportunity for future development on the site to contribute towards enhancing Pyrmont's night-time economy by offering a mix of premium and affordable food and beverage options, activities and events for a range of age groups, as well as provide critical short-term accommodation for overnight visitors.

Under the Place Strategy, two actions are provided. A response to each action is provided below.

- **Action 5:** *Investigate the opportunity for new entertainment, events and cultural space in the Peninsula on key sites.*

**Response:** The Key Site Master Plan make provision for new entertainment, events and cultural space.

- **Action 6:** *Enable a diversity of night-time experiences in line with the City of Sydney's 'An Open and Creative City' and the NSW Government's 24-Hour Economy Strategy.*

**Response:** The Star are committed to providing a range of uses on the subject sites which can be open late and activate the surrounding area, but which also respect the surrounding local character and amenity of the surrounding residences. The Star are committed to ensuring streets are activated and safe, and that also provide opportunities for temporary events and festivals accessible to the broader community after hours.

### 8.6.2 Big Move 3 – Connect to Metro

On 12 May 2021 it was announced that the Union Street site was the potential location for the future Metro station. As the landowners of the site, The Star have been in ongoing conversations with Transport for NSW and the NSW Government since the announcement.

The proposed scheme for the Southern Tower which forms part of the Master Plan for The Star key site had been identified for an RL140 tower prior to the announcement of the potential Metro station location. All reports prepared



for the Master Plan have considered the height schemes on their own merits and have also considered the Union Street site as a potential Metro station location.

The Master Plan provides a reference scheme for a development on the Union Street site which could be an over station / integrated development with a potential future Metro station. The Union Street site is proposed to include mixed uses in its podium which can provide significant amenity to future passengers entering and existing the future Metro station. Improved access to public transport, including the Metro, will improve the daily lives and routine of residents, visitors and workers at The Star, and will support growth of The Star as a 24-hour destination, allowing people to attend events and retail venues, with improved safe and reliable options for travelling home at night. Given the proximity to the potential future Metro station, the increased density and mix of uses proposed in the Master Plan located on The Star key site is justified.

Under the Place Strategy, one action is provided which is targeted at Transport for NSW and NSW Government. It is provided below.

- **Action 7:** *Building a Sydney Metro station in the Pyrmont Peninsula as an anchor for new development and connectivity.*

## 9.0 Master Plan Development

### 9.1 Precinct Vision

The Star's vision is to create a World Class Integrated Resort within the Darling Island Sub-Precinct, offering the best variety of gaming, restaurants, bars, hospitality, tourism and entertainment experiences. The Star's development master plan will provide much needed stimulus for growth in tourism investment and the creation of thousands of jobs, coinciding with the arrival of the new metro set to connect Pyrmont to the innovation corridor to the west and Sydney CBD to the east.

### 9.2 Urban Design Principles

Urban Design Principles around the public domain and ground plane have been developed to guide development. The principles are consistent with the strategies that underline the development of both tower envelopes and subsequent ground plane around The Star Sydney site. They are listed below.

#### Public Domain and Ground Plane Principles

- Union Street and the potential arrival of the Metro
- Prioritising Pirrama Road as a local active transport corridor and key access point to the foreshore
- Improved access to public transport and interchange
- Streamlining visitor and service vehicle impacts around The Star
- Prioritise activation in areas with greatest anticipated footfall and pedestrian movement

#### Built Form Principles

- Working within clear height parameters established under the Place Strategy.
- Built form envelope design to mitigate wind effects and ensure built form consistency of the streetscape.
- Minimising overshadowing to open space and adjacent residential neighbourhoods.
- Minimising bulk and scale, visual prominence.
- Working within the existing built form to develop a relatable interface at street level.

Further details regarding the Master Plan's focus on urban design is provided in the Urban Design Report at **Appendix B**.

### 9.3 Proposed Works

The Master Plan prepared by FJMT and provided at **Appendix A** illustrates the changes that are proposed. The Master Plan comprises a series of changes to the existing The Star Sydney site's ground plane and rooftop spaces. It also provides indicative schemes for the Northern Tower located on The Star Sydney site, and the Southern Tower located on the Union Street site. The changes are described below.

#### Ground Plane Street Activation

The Master Plan proposes a series of moves on the ground plane and building interface to:

- improve and activate the existing building edges,
- improve or reinforce the legibility of existing entry points,
- improve the overall porosity of the site
- Pirrama Road frontage opened up to promote high visibility and ease of pedestrian access to the Light Rail

Key moves include:

- Proposed through-site link connecting Jones Bay Road and Pirrama Road;
- Opening up Pirrama Road for improved visual and physical connectivity to Light Rail;

- Proposed reconfiguration of Lyric Theatre stair connection to Level 00 Retail tenancies above;
- Upgrade to the corner of Union St and Edward St for improved public domain interface and way-finding;
- Upgrade to the corner of Union St and Pyrmont St for improved public domain interface and way-finding; and
- Improve legibility of group drop off zone on Pyrmont Street.

### Rooftop Spaces

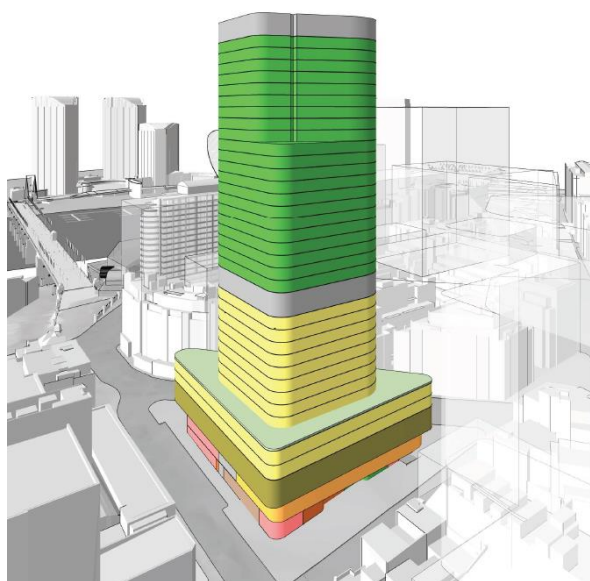
- The rooftop on Level 5 of The Star Sydney site is envisioned to be collection of indoor and outdoor spaces with complementary functions that form a rooftop dining and event precinct.
- Rooftop space will be provided as part of the Northern Tower podium which has the potential to include a pool amongst other amenities.
- Space is provided to enable new entertainment, events and cultural space within the main Star complex.
- Further landscaping on the existing The Star Sydney rooftop as well as dining and event space is envisaged as part of the Master Plan.

### Southern Tower

The Master Plan envisages the site to include a mixed use tower consisting of hotel and residential levels with podium of retail, food and beverage as well as hotel and residential lobby entries. The indicative land use mix is shown in **Figure 9** while the Tower's envelope with a capped height of RL 140 is shown at **Figures 10** and **11**.

#### Uses

<span style="color: green;">■</span> Residential	<span style="color: pink;">■</span> Retail
<span style="color: orange;">■</span> Hotel: Rooms	<span style="color: brown;">■</span> Loading Dock
<span style="color: yellow;">■</span> Hotel: Amenities/ Shared Amenities	<span style="color: lightgreen;">■</span> Terrace
<span style="color: red;">■</span> Hotel: Lobby	<span style="color: grey;">■</span> Plant

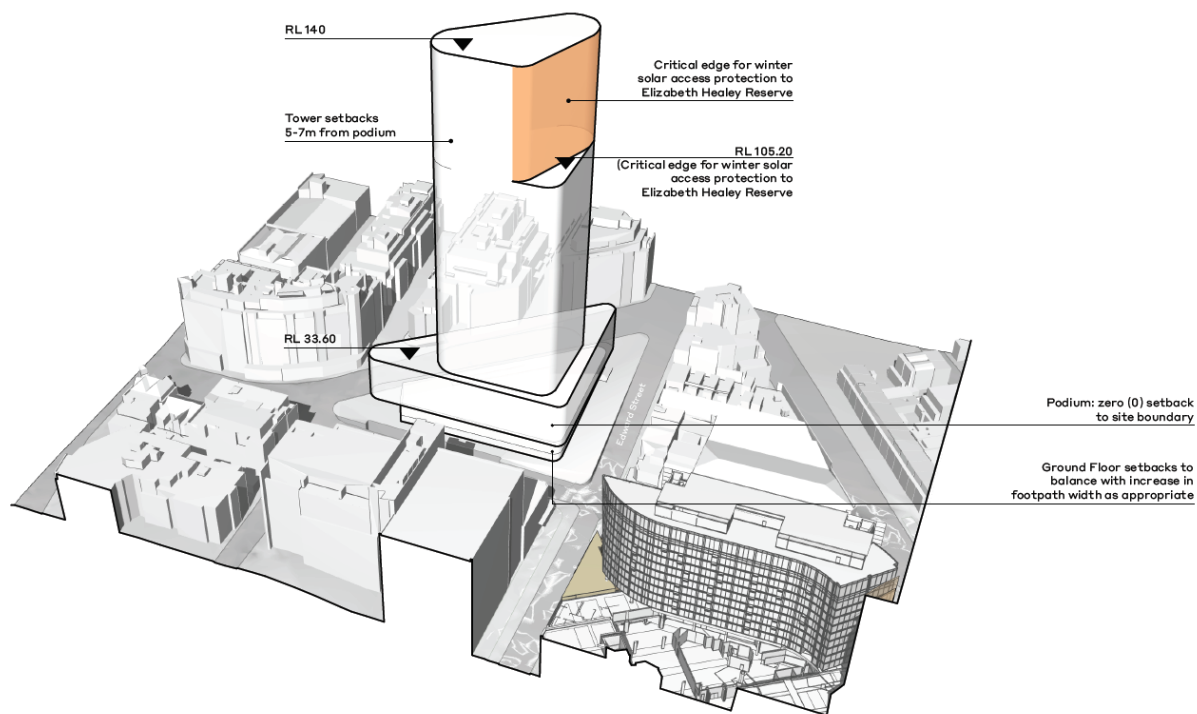


**Figure 9 Southern Tower Land Uses**

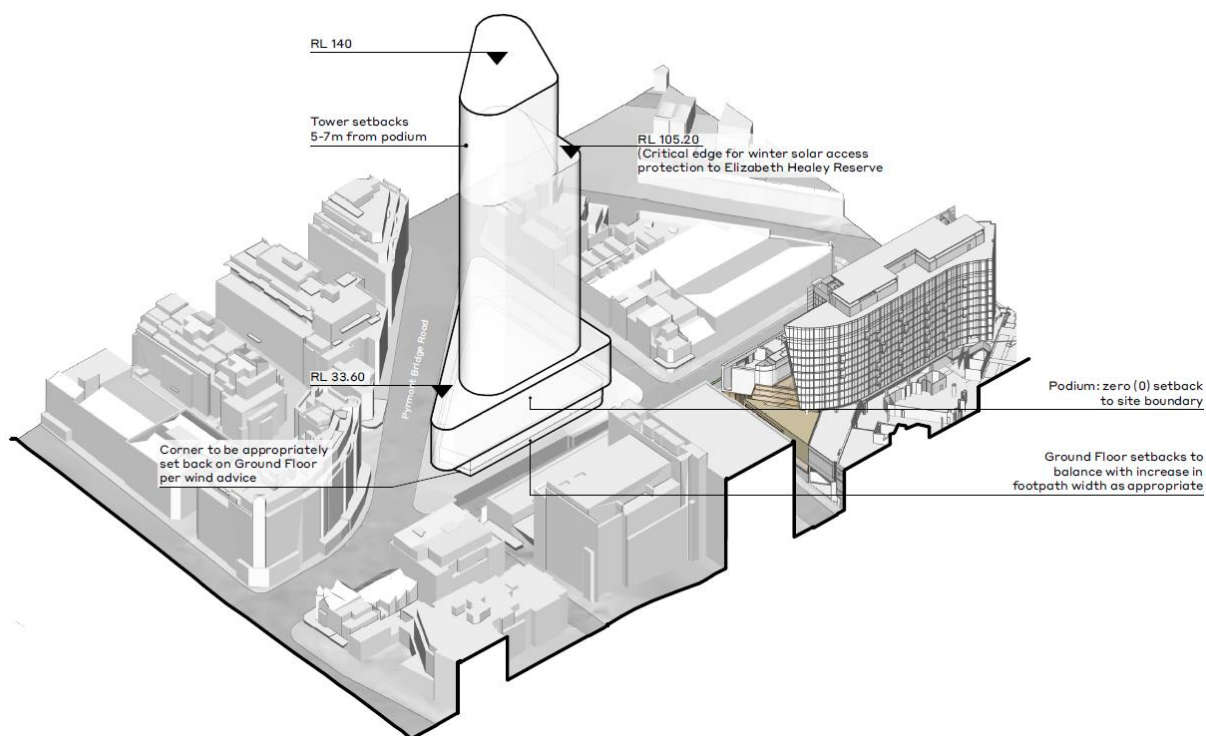
Source: FJMT

**Table 12 Southern Tower Gross Floor Area**

Land Use	GFA
Residential	15,510m <sup>2</sup>
Hotel	15,640m <sup>2</sup>
Retail	850m <sup>2</sup>



**Figure 10** View of the Southern Tower (looking south)  
Source: FJMT



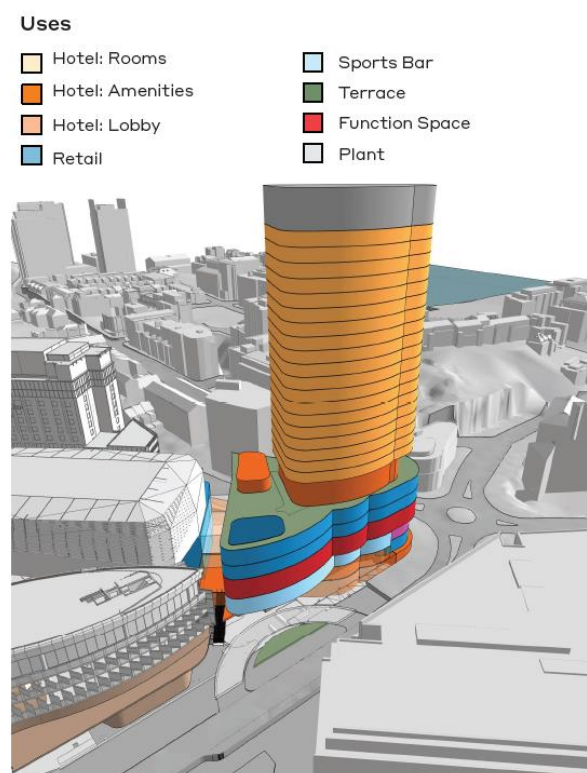
**Figure 11** View of the Southern Tower (looking south west)  
Source: FJMT

## Northern Tower

The Northern Tower is located on the northern tip of The Star Sydney site and is envisaged to be a tower hosting a 6-star hotel with world class amenities.

The envelope includes a podium and tower form with a dedicated porte-cochere to service the hotel. Dining and retail offerings will be provided from Pirrama Road around to Jones Bay Road. The land uses include a ballroom/function space located in the podium which will be able to be utilised by the wider precinct for hosting events and functions, contributing the Peninsula's appeal as an innovative precinct.

The indicative land use mix is shown in **Figure 12** while the Tower's envelope with a capped height of RL 110 is shown at **Figures 13** and **14**.



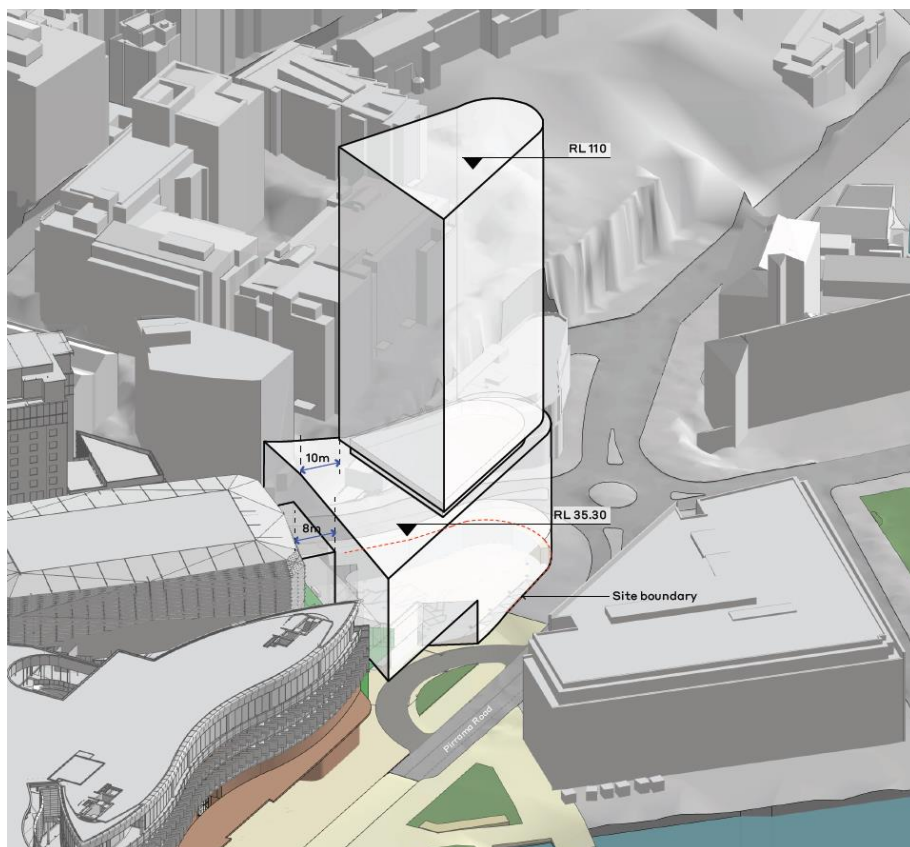
**Figure 12 Northern Tower Land Uses**

Source: FJMT

**Table 13 Northern Tower Gross Floor Area**

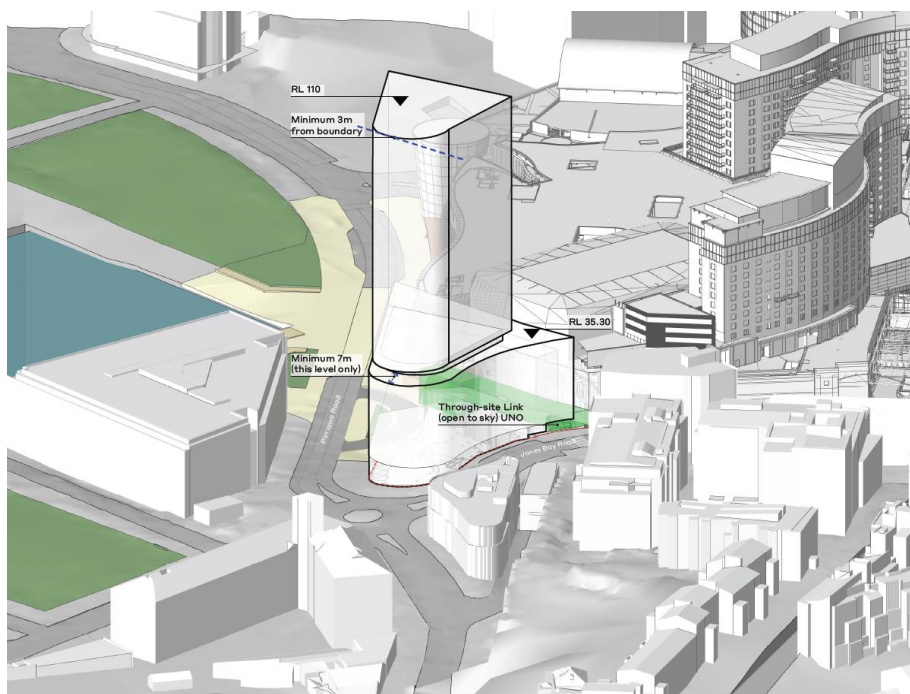
Land Use	GFA
Hotel	16,880m <sup>2</sup>
Retail/Commercial/Function Space	9,120m <sup>2</sup>





**Figure 13** View of the Northern Tower (looking north west)

Source: FJMT



**Figure 14** View of the Northern Tower (looking south east)

Source: FJMT



## 10.0 Implementation

### 10.1 Proposed Changes

The tables below provide an overview of the change being sought to the Sydney LEP 2012 as a result of the Master Plan. The main changes relate to an increase in building height and an increase in the sites FSR.

**Table 14 North Tower changes**

	Height	FSR
Existing Planning Controls under Sydney LEP 2012	28m	3.5:1
The Star Proposed Planning Control	RL110	10:1
Degree of change	293%	186%

**Table 15 South Tower changes**

	Height	FSR
Existing Planning Controls under Sydney LEP 2012	30m	4:1
The Star Proposed Planning Control	RL140	12.45:1
Degree of change	367%	211%

### Design Guide

A site-specific Design Guide has been developed to guide the future redevelopment of the Northern and Southern Towers. The Design Guide will support the following outcomes:

- Fulfill the role of a Stage 1 DA for future DAs;
- Provides controls to ensure the site is utilised to its maximum potential without causing adverse environmental impacts;
- Ensure sufficient technical guidance for competitors during the design competition phases; and
- The Design Guide will enable a design excellence strategy to be endorsed which follows the format and procedures outlined in the Design Excellence Strategy provided at **Appendix E**.

### 10.2 Planning Pathway

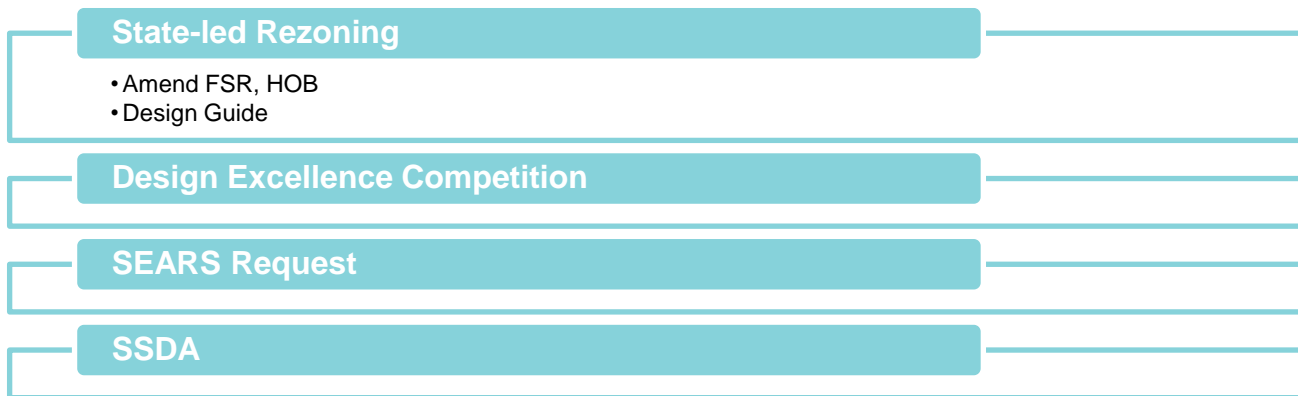
The proposed main tower developments could be considered under SSDA (State Significant Development) if they meet the requirements of Sch1 of SEPP (State and Regional Development) 2011 – specifically cl 13 – Cultural, recreation and tourist facilities, which states:

*(2) Development for other tourist related purposes (but not including any commercial premises, residential accommodation and serviced apartments whether separate or ancillary to the tourist related component) that—*  
*(a) has a capital investment value of more than \$100 million, or*  
*(b) has a capital investment value of more than \$10 million and is located in an environmentally sensitive area of State significance or a sensitive coastal location.*

The hotels would likely include related components such as reception, bar and restaurants, gym / spa / pool facilities, as well as a ballroom and possibly a small business centre / meeting rooms. Although the detailed design has not occurred, we would anticipate that all additional components would be considered ancillary to the main hotel use and therefore all considered as SSD.

Where there is a residential component (the Union Street tower), it would be anticipated that the residential component would be ancillary to the main hotel use. This will need to be determined by the Department at a Development Application stage.

The planning pathway can be illustrated as per **Figure 15** below:



**Figure 15** Anticipated Planning Pathway

## 11.0 Infrastructure and Public Benefits

At the request of the Department, The Star approached the City of Sydney to discuss the potential for a public benefit offer.

Council indicated that, as part of the Place Strategy process, they would prepare a contributions plan. The Star is committed to assisting with the funding of this infrastructure however prior to entering into a public benefit offer, would like to understand the NSW Government position on the SIC and Value Share Contribution Mechanism.

Regardless, the opportunities for public benefit as part of the Key Site Master Plan are listed in the below table.

### 11.1 Opportunities for additional public benefits

Place Strategy Public Benefits	Response
<i>Enhance and improve streetscape interfaces on all boundaries of the complex through interventions such as new retail or other active frontage uses.</i>	Significant attention has been provided with regards to the streetscape interfaces of The Star key site. The proposed active street frontages are detailed in the Urban Design Report at <b>Appendix B</b> .
<i>Enhance and improve public domain interfaces and site permeability, including wayfinding and new 24-hour publicly accessible connections that are ideally open to the air, through the key site to break up its bulk and maximise permeability at the ground plane.</i>	The Master Plan includes a series of public connections through the site which have the potential to be accessible 24/7 and will increase the existing permeability of the site.  A through-site link is also proposed which will provide pedestrians with a connection from Jones Bay Road and Pirrama Road, and which has potential to be open to the sky, subject to the operational requirements and ancillary facilities to provide a 6-Star Hotel.
<i>Promote active transport (cycling and walking) along Pirrama Road between the entrance to The Star's car park and the roundabout on Jones Bay Road, including lower speed limits and prioritisation for pedestrians and cyclists.</i>	A range of treatments are proposed to Pirrama Road including a shared area, will ensure the area is pedestrian and cyclist friendly. Refer to the Public Domain Report at <b>Appendix C</b> .
<i>Improve the visibility of The Star light rail station and create an open promenade between the light rail and Pyrmont Bay Park.</i>	Proposed public domain upgrades seek to connect The Star Light Rail station to the foreshore in a more meaningful way to what currently exists on The Star Sydney site. Changes include opening up the Pirrama Road frontage to reveal the light rail and improve visibility and connectivity to the public realm.
<i>Improved interaction with surrounding public spaces and fund upgrades in these public spaces, including works such as:</i> <ul style="list-style-type: none"> <li><i>improved landscaping, additional greenery, including an increase in tree canopy.</i></li> <li><i>upgrading public seating and congregation spaces.</i></li> <li><i>outdoor fitness and active exercise equipment.</i></li> <li><i>water features and attractions.</i></li> <li><i>barbeque facilities.</i></li> </ul>	The Star are committed to supporting the public benefits associated with the surrounding public spaces. Discussions around the funding of appropriate upgrades with relevant stakeholders will form part of any future application.

Place Strategy Public Benefits	Response
<i>Bring together community organisations to plan the activation of these public spaces for community events such as local food markets or art exhibitions, family focussed events and other community activities.</i>	The Star are committed to supporting community organisations to activate the surrounding public spaces. As outlined in the SDRP presentation, consideration of providing a community space is subject to the social infrastructure audit for the precinct;
<i>Create an open green roof space for use as a rooftop garden and chef's nursery to allow local chefs to grow fresh produce, perform beekeeping and grow a range of other consumable garden plants.</i>	Landscaping works to the Level 5 rooftop on The Star key site are proposed. The area will also be a future space which will facilitate events and outdoor dining.
<p><i>Prepare a Complete Streets Strategy using the NSW Government's Movement and Place principles to transition Pirrama Road to a shared zone with:</i></p> <ul style="list-style-type: none"> <li><i>• shared access way for pedestrians, cyclists, buses, private and delivery vehicles.</i></li> <li><i>• reduced servicing and access functions.</i></li> <li><i>• reduced street parking with increased on-site provision.</i></li> <li><i>• relocated tourist bus lay overs away from Pirrama Road and onto site.</i></li> <li><i>• better integration with Pyrmont Bay Park.</i></li> <li><i>• enabled weekend or event-based program.</i></li> </ul>	A Complete Streets Strategy for Pirrama Road has been prepared by Urbis and is included in the Public Domain Report at <b>Appendix C</b> .

## 12.0 Environmental Assessment

### 12.1 Solar Impact

On 8 September 2021 the Department provided an update of the parameters upon which any design proposal would be assessed as it related to solar impact on Elizabeth Healey Reserve and the strata residential sites to the south of the Union Street site.

#### 12.1.1 Elizabeth Healey Reserve

Despite the final Place Strategy referencing shadow impacts for Winter Solstice (the commonly accepted practice as referenced in the Apartment Design Guide supporting SEPP 65), the project team was advised that the sun access plane would be measured at all times of the year. Further, the solar impact would be analysed against an extended Elizabeth Healey Reserve to include part of the current road reserve of Gipps Street.

The Department advised that in defining a future sun access plane for Elizabeth Healey Reserve, they recognise the City of Sydney's work under the 'Central Sydney Planning Framework' which has refined the parameters for protecting “*solar amenity from the winter equinox to being throughout the year*”. It is noted that the CSPA does not apply to the Pyrmont Peninsula.

Regardless, the CSPA cites two types of controls: Sun Access Planes (SAP) and Overshadowing of Certain Public Places (No Additional Overshadowing – NAO). The NAO spaces are listed as

1. Australia Square
2. First Government House Place
3. Macquarie Place
4. Martin Place
5. Pitt Street Mall
6. Sydney Square
7. Town Hall Square
8. Town Hall Steps

Whilst not underestimating the importance of Elizabeth Healey Reserve, it is clearly more aligned to the listed SAPs in the CSPA which are broadly significant open spaces such as the Royal Botanic Gardens, the Domain, Hyde Park and Wynyard Park. SAPs are typically set the control date at June 21 except when “*certain parks or community places located in the midst of relatively tall city buildings and where substantial development has already occurred to the north of these areas, the nominated control date is 14 April which will allow sun access during the lunchtime hours for eight months of the year. [i.e. from August to April over summer]*”

Given Elizabeth Healey Reserve is not located in such a context, this study adopts the mid-winter solar access controls as originally identified in the final Place Strategy. We are of the opinion that this additional level of control is not appropriate for Elizabeth Healey Reserve.

In terms of the intended extension of Elizabeth Healey Reserve to include part of the current road reserve of Gipps Street, we note however that this is not detailed nor assessed in the Place Strategy, nor in the Pyrmont Peninsula Place-Based Transport Strategy Report prepared by VIAE Consulting to support the final Place Strategy.

The proposed Star Key Site Master Plan has assessed the solar impacts to Elizabeth Healey based on the current parameters of the open space. The analysis is provided in the FJMT Master Plan Report included as **Appendix A**. Should the DPIE take an alternative approach to solar testing, this will necessitate significant amendment to the Union Street tower.

### 12.1.2 Renewal Zones and Tall Building Clusters

As detailed in **Figure 7**, the Place Strategy Structure Plan identifies ‘areas capable of change’, which is clearly predicated on the Hassell Urban Design Strategic Framework Report, which identifies the renewal focus zones and tall building clusters, as reproduced as **Figure 16**.

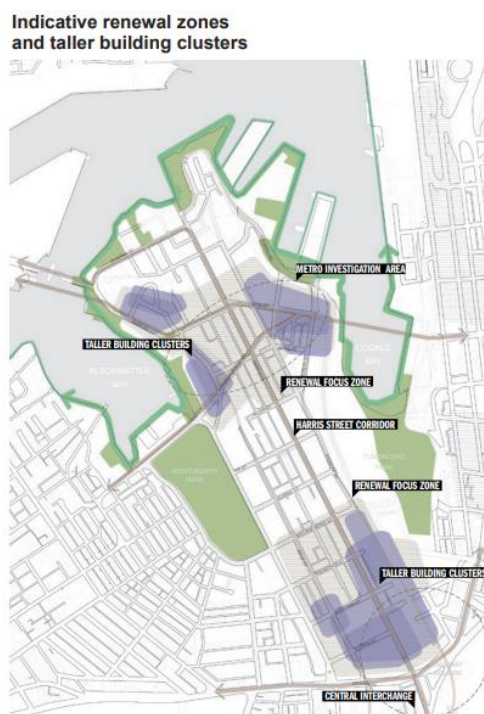


Figure 2.1.6 / Renewal focus zones and tall building cluster

NOTE: These areas are indicative only and do not relate to specific sites or building heights. The confluence of sites of an appropriate size, restrictions on open space overshadowing and appropriate land use form the criteria for considering zones for tall building clusters.

**Figure 16 Place Strategy Strategic Framework Tall Building Cluster**

Source: Hassell, DPIE

Despite this, the Hassell Urban Design Strategic Framework Report identifies “sites capable of change” which critically excludes strata subdivided sites of 10 or more lots. This is an outdated approach which does not consider the legislation underpinning the collective sale and strata renewal plan reforms which was introduced in November 2016 under the *Strata Schemes Development Act* which amended the threshold for votes to approve a collective sale to 75%. This is reflected in Land and Environment cases whereby existing strata plans up to 25 storeys and 159 strata lots have been renewed (see *Strata Plan No 61299 [2019] NSWLEC 111*).

To exclude sites of 10+ strata units as sites for potential uplift will only serve to perpetuate their retention in their current state as, put simply, there is no incentive for their renewal. This is counter to the intents of the Vision for the Peninsula as the “engine room of the Eastern Harbour CBD”.

It is on this basis that the Union Street tower has been designed; anticipating that the desired future character is one of redeveloped sites that provide for taller towers.

Despite this, the FJMT Master Plan Report included as **Appendix A** analyses the impact of the Union Street tower on the existing context and demonstrates that there will be a resultant shadow impact, which would be expected in an area of significant urban renewal, that is to be considered the “engine room of the Eastern Harbour CBD”.



## 12.2 Wind Assessment

A Wind Environment Assessment has been prepared by Wind Tech and is provided at **Appendix H**. The Assessment provides an assessment of the likely impact of the Master Plan on the local wind environment at the critical outdoor areas within and around the subject site.

The results of the Assessment indicate that the development has incorporated several important design features that aid in mitigating potential wind environment impacts at the street level. Measures include setbacks from the podium, particularly from the southern aspect of the South Tower and the northern tip of the North Tower. The placement of awnings along Union Street and Pyrmont Bridge Road as well as tree planting along Pirrama Road will assist in achieving the level of pedestrian comfort needed to activate the Union Street and Pirrama Road aspects of the site as well as maintain pedestrian comfort in the surrounding streetscapes.

It is recommended wind tunnel testing be undertaken to quantitatively assess the wind conditions around the site at the DA stage.

## 12.3 Flooding

A Flood Report has been prepared by TTW which is provided at **Appendix L**. The Report has identified the existing site is flood affected in the 100 year storm events and the Probably Maximum Flood Event. It also outlines that overland flooding occurs around the site and is generally contained within the road network, with greater flood depths at trapped low points.

The Report recommends a report addressing the effect on flooding of proposed public domain changes is submitted with any future development application to demonstrate that the existing flood risk to the Star development or the adjacent developments is not worsened as a result of the development.

## 12.4 Traffic

A Transport Impact Assessment (TIA) has been prepared by WSP and is provided at **Appendix G**. The TIA provides an overview of the site's surrounding transport network and a high-level, early perspective on the transport considerations of the Master Plan. It provided the following findings:

- While no new off-street parking is proposed, and some on-street parking will be removed, existing car spaces on the site will accommodate the increase expected as a result of the Master Plan.
- Converting some existing loading docks and providing a new loading dock for the South Tower, the loading requirements of the Master Plan are met.
- Based on the provision of 463 hotel rooms, 160 apartments and almost 11,655 additional of ground floor area, the Master Plan would generate an additional 146 vehicles in the AM peak hour and an additional 233 vehicles in the PM peak hour.
- The traffic modelling assessment indicates the anticipated traffic volumes associated with The Star Master Plan would have limited impact on the surrounding road network and all intersections would continue to operate with similar operating conditions during the AM and PM peak hours.
- The public transport assessment indicates the anticipated demand for public transport associated with the Master Plan could be accommodated with the current infrastructure. While the new Sydney Metro West station location on the Union Street site may increase public transport, the additional capacity it provides should accommodate increased demand within the area.
- Active transport amenity in the area will improve as a result of the Pirrama Road Complete Streets treatment and other pedestrian upgrades, together with the delivery of a new through-site link, connecting Pirrama Road and Jones Bay Road.
- A test of scramble pedestrian phasing at the intersection of Union Street and Edward Street to reduce pedestrian delays and footpath crowding, indicates that it could be introduced with a modest impact on vehicle delays. This could be considered as part of the planning of the possible location for future Metro station.

## 12.5 Social and Economic Impact Statement

A Social and Economic Benefits Statement has been prepared by Ethos Urban and is provided at **Appendix J**. The document provides an assessment of the social and economic benefits of the proposed Master Plan on the local community and surrounding area. The Statement aims to review the alignment of the proposed Master Plan with the objectives of Pyrmont Peninsula Place Strategy (2020).

### Economic benefits

The Statement outlines the Master Plan will result in additional, quality visitor accommodation within a high-profile tourism destination. While the site is located outside of the city centre, it is in close proximity to the CBD and nearby entertainment, cultural and retail facilities associated with the Pyrmont and Darling Harbour area. The proposed uses at the site will enhance and complement the tourism experience within the area and will contribute to the site as a major tourism attractor and entertainment destination within the Pyrmont Peninsula.

The initial economic benefits generated by the project will occur during the construction phase. The direct construction cost of the project will be in the order of \$800 million and will support 1,568 jobs in the construction industry and a further 2,509 jobs in related (supplier) industries over the development period, resulting in a total of 4,077 FTE construction jobs. Additionally, the Master Plan will support a number of ongoing jobs associated within the operation and maintenance of the hotel, retail and accommodation use. In total, the proposed development at The Star has the potential to accommodate up to 734 FTE jobs once the development is complete and fully occupied.

The value added as a result of the Master Plan is estimated at around \$48.7 million each year (2019 dollars) at full occupancy of the development. In addition, as a result of the 160 residential apartments, the site will support higher levels of activity, including retail expenditure throughout the local area. The additional residents at the site may direct around \$7 million each year to retail good and services in the area.

A number of additional economic key benefits have been outlined in the Statement. These include:

- Establishing the precinct as a vibrant, entertainment and 24-hour destination.
- Enhancing the amenity and activation of the site – during the day and night.
- Delivering a new retail and restaurant destination for the Pyrmont peninsula.
- Creating new housing and jobs to support social and economic growth.

## 12.6 Visual Impact Assessment

A Visual Impact Assessment (VIA) has been prepared by Ethos Urban and is provided at **Appendix I**. The VIA has been prepared to identify, describe and assess the potential visual impact of the proposal on the public domain.

Significance of visual impact has been determined through analysis of photomontages considering the factors of sensitivity and magnitude. The assessment has found the proposal is both consistent with the place priorities and the special considerations for master planning, including the numeric height control. Given the Master Plan's consistency with the Place Strategy, the VIA has concluded that while it gives rise to significant visual impact, the impact is acceptable. The key finding of the VIA was that the Master Plan does not give rise to significant, unacceptable visual impact on the public domain that cannot be appropriately mitigated through the planning framework or conditions of development consent on the balance of relevant considerations.

The VIA concluded the Master Plan can be supported on the grounds of visual impact on the public domain appropriate to the relevant stage of the planning process.

## 12.7 Acoustic

An Acoustic Report has been prepared by Renzo Tonin & Associates and is provided at **Appendix M**. The Report which identifies the planning controls (both typically applied any new/innovative controls that may be applicable to The Star key site and demonstrates that the rezoning and proposed new uses are feasible from an acoustic viewpoint. The report identifies key considerations with respect to operational noise, construction noise, road traffic

noise and potential impact of Metro and Light Rail infrastructure. The report outlines that the site is capable of supporting the proposed uses envisaged as part of the Master Plan.

There are a number of acoustic planning controls that have been identified that should be considered either in addition to or as an alternative to commonly adopted noise emission guidelines. These relate primarily to noise associated with special event use of the site, noise from retail/outdoor dining/entertainment areas and increases in road traffic noise as a result of the intensification of use of the site. These alternative criteria are proposed with a view to maximising the utilisation of the site, inclusive of public realm spaces, which is consistent with the intention of DPIE/City of Sydney with respect to redevelopment of the Peninsula.

## 12.8 Crime Prevention through Environmental Design

The purpose of Crime Prevention through Environmental Design (CPTED) is a situational crime prevention strategy that focuses on the design, planning and structure of the environment. In accordance with the NSW Department of Planning and Environment's guidelines (2001), the aim of the CPTED considerations provided in this report is to influence the design of buildings and places by:

- increasing the perception of risk to criminals by increasing the possibility of detection, challenge and capture;
- increasing the effort required to commit a crime by increasing the time, energy or resources which need to be expended;
- reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits'; and
- removing conditions that create confusion about required norms of behaviour.

The matters of consideration at a high level which have been considered in the development of the Master Plan, include:

- Surveillance
- Lighting and Technical Supervision
- Territorial Reinforcement
- Design, Definition and Designation
- Activity and Space Management
- Environmental Maintenance
- Access Control

It is recommended a detailed CPTED Strategy is prepared to accompany future DAs.

## 12.9 Sustainability

A Sustainability Strategy has been prepared by WSP and is provided at **Appendix F**. The Strategy addresses the commitments to sustainability and circular economy initiatives that will underpin the Master Plan and associated design. Commitments apply at scales of The Star's Corporate Ecological Sustainable Development (ESD) Strategy, precinct-level provisions and initiatives for the site, as well as individual building-scale design provisions.

As a key site identified in the Place Strategy, The Star site's precinct-wide initiatives will play an important role in the precinct-scale responses for the Peninsula. The Star site strategy encompasses numerous initiatives that include:

- Support for a Pyrmont Precinct Climate Adaptation Plan;
- Marine Ecology Audit and the Seabin initiative for Pyrmont Bay;
- Exploration of a community garden opportunity and further biodiversity studies and actions in support of City of Sydney strategy recommendations; and
- Supporting initiatives for Indigenous Heritage and First Nations Recognition.

Additionally, development on the site will be subject to the following:

- The Star's target to achieve coverage by third certified environmental ratings across over 90% of its managed portfolio by 2022;
- New building works will target a minimum 5 Star Green Star rating, and register under the Green Star Buildings tool or equivalent tool in force; and
- Transitioning to a Circular Economy and zero operational waste.

## 12.10 Design Guide

A Design Guide has been prepared to accompany the Master Plan and is provided at **Appendix D**. The Design Guide provides guidance for future development on both sites through a series of objectives. The purpose of the Design Guide is to supplement the provisions of the Sydney LEP 2012, namely clause 7.20, by providing detailed guidelines related to:

- Land use;
- Built form and design;
- Connecting with Country;
- Heritage;
- Public domain;
- Sustainability;
- Wind impacts;
- Acoustic amenity;
- Flooding;
- Vehicular loading, servicing and access; and
- Design Excellence Strategy.

## 12.11 Design Excellence Strategy

A Design Excellence Strategy has been prepared by Ethos Urban to support development on The Star key site and guide the competitive design process in accordance with the Sydney LEP 2012, Clause 1.2 of the City of Sydney Competitive Design Policy 2012 and Clause 3.3.2 of the Sydney DCP 2012 (refer to **Appendix E**).

The Strategy defines:

- The location and extent of the competitive design process.
- The type of competitive design process to be undertaken;
  - an architectural design competition, open or invited; or
  - the preparation of design alternatives on a competitive basis.
- The number of designers involved in the process.
- Options for distributing any additional floor space which may be granted by the consent authority for demonstrating design excellence through a competitive design process.
- How architectural design excellence is to be achieved; and
- Target benchmarks for ecologically sustainable development.

The Strategy provides that no additional building height is to be pursued under Clause 6.21(7)(a) of the SLEP 2012, and no additional floor space is to be pursued under Clause 6.21 (7)(b)(i) of the Sydney LEP 2012.

Additionally, the Strategy details the process and approach The Star propose to adopt in achieving the objectives and requirements of Clause 6.21 of the Sydney LEP 2012. As a result, it is proposed that Clause 6.21(5)-(7) of the Sydney LEP 2012 does not apply to the site