

# **Draft Design Guide**

The Star Master Plan

# Contents

1.0	Preliminary	2
1.1	Name of Guide	2
1.2	Citation	<b>Error! Bookmark not defined.</b>
1.3	Commencement	2
1.4	Land to which this Guide applies	2
1.5	How to use this Design Guide	3
1.6	Relationship to other documents (and Instruments)	3
2.0	Purpose	4
3.0	Design Guidance	5
3.1	Land use	5
3.2	Built form and design	6
3.3	Public Open Space	10
3.4	Public Domain	10
3.5	Connecting with Country	14
3.6	Sustainability	14
3.7	Wind impacts	14
3.8	Acoustic amenity	15
3.9	Flooding	16
3.10	Loading, servicing, access and bike parking	16
3.11	Heritage	17
4.0	Design Excellence Strategy	17

## 1.0 PRELIMINARY

### 1.1 Name of Guide & Citation

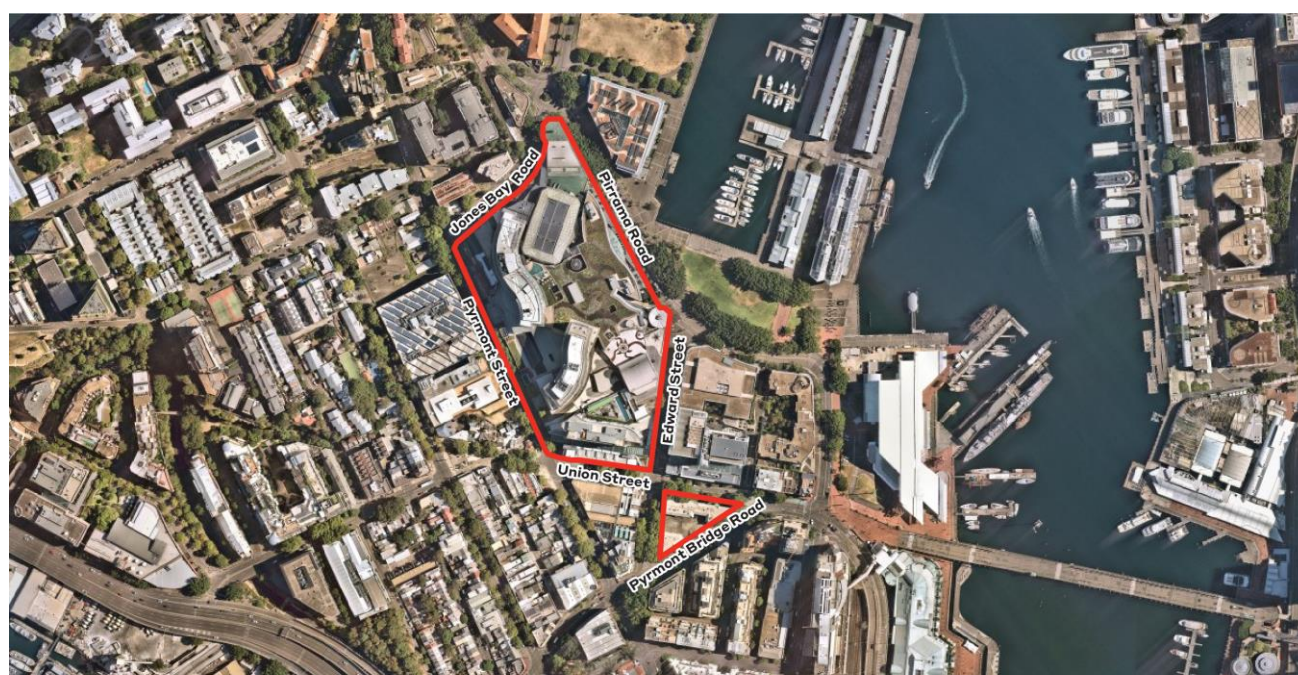
This document is the Draft Design Guide – The Star (20-80 Pyrmont Street and 37-69 Union Street, Pyrmont) and may be referred to as the Draft Design Guide.

### 1.2 Commencement

This Design Guide commences on the day on which The Star Master Plan is made in accordance with the Pyrmont Peninsula Place Strategy, or as approved by the Secretary of the Department of Planning, Industry and Environment, whichever occurs earlier.

### 1.3 Land to which this Guide applies

The Design Guide applies to the land identified on **Figure 1 – Land application**



 Site Boundaries



**Figure 1 – Land application**

Details	Uses
<b>The Star Sydney site</b>	
Lot 211 in DP 870336	The Light Rail Corridor
Lot 500 in DP 1161507	The Star site
Lot 301 in DP 873212	Astral Hotel
Lot 302 in DP 873212	Astral Residences divided into strata (StrataPlan – SP 56913)
Lot 1 in DP 867854	Service road
Lot 201 in DP 867855	Service road
<b>Union Street site</b>	

Details	Uses
Lot 1 in DP 620352	Retail/Commercial

## 1.4 How to use this Design Guide

This Design Guide provides guidance for future development within the site. It comprises objectives that describe the intent for desired outcomes as well as design guidance to help achieve outcomes through appropriate design responses. Each design consideration has been structured to provide the design guide user with:

1. Objectives that described the desired outcomes; and
2. Guidance that provides advice of how the objectives can be achieved through appropriate design and development responses.

Future development on the site needs to demonstrate how it meets the objectives and guidance included in this Design Guide. The guidance sets clear measurable benchmarks for how the objectives can be practically achieved. If it is not possible to satisfy the guidance, applications must demonstrate what other responses are used to achieve the objectives.

## 1.5 Relationship to other documents (and Instruments)

The Guide sets out specific guidance to inform future development within the Site. Development within the Site will need to have regard to this Guide as well as the relevant provisions in the Sydney Local Environmental Plan 2012 (SLEP 2012) and other relevant Environmental Planning Instruments. The Sydney Development Control Plan 2012 (SDCP 2012) is applicable to development not identified as State Significant Development. In the event of an inconsistency between this Guide and the SDCP 2012, this Guide prevails to the extent of the inconsistency.

## 2.0 PURPOSE

The purpose of this Design Guide is to supplement the provisions of the Sydney Local Environmental Plan 2012 (SLEP 2012) by providing site specific detailed provisions to guide development on land at 20-80 Pyrmont Street, Pyrmont legally described as Lot 211 in DP 870336, Lot 500 in DP 1161507, Lot 301 in DP 873212, Lot 302 in DP 873212, Lot 1 in DP 867854, Lot 201 in DP 867855 and 37-69 Union Street, Pyrmont, legally described as Lot 1 in DP 620352.

Development applications for new development will be assessed on their individual merit having regard to the SLEP 2012, this Design Guide, other matters listed in Section 4.15 of the Act, and any other adopted relevant policies that relate to development within the Site.

### Objectives

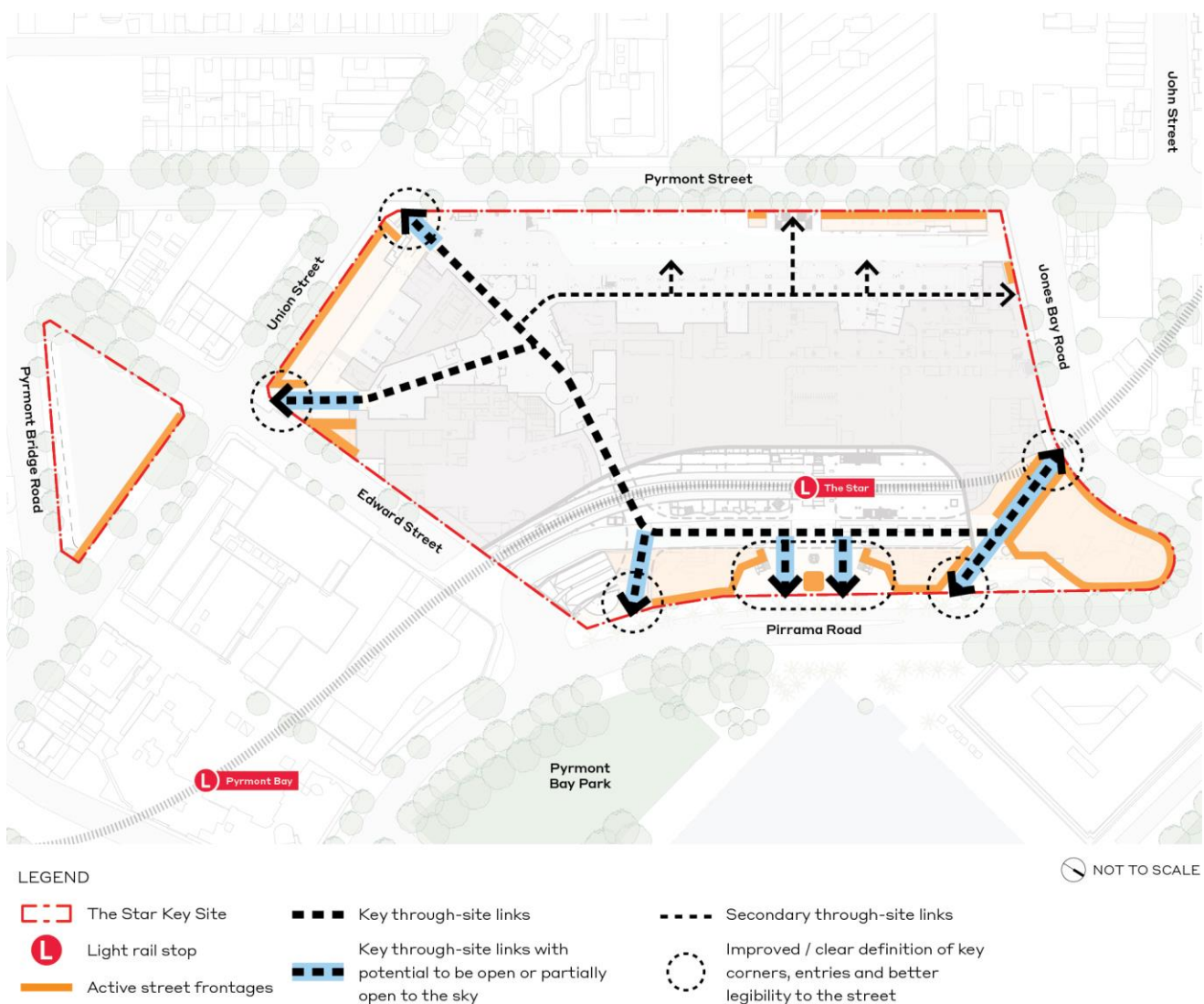
1. Maintain and enhance the current Star operations, as Sydney's leading entertainment, dining and tourism destinations.
2. Enhance public domain associated with Pirrama Road, Edward Street, Union Street, Pyrmont Street and Jones Bay Road.
3. Transform Pirrama Road to be a key public space to facilitate gatherings and events.
4. Deliver a high-quality built form that:
  - a. ensures the bulk, massing and modulation of the buildings responds to the characteristics of the surrounding streetscapes
  - b. identifies the location of pedestrian and service vehicles entries
  - c. includes active uses to provide passive surveillance of the public domain
  - d. includes the provision of visible and well integrated public art.
5. Create opportunities to implement green infrastructure and water sensitive urban design.
6. Ensure the location, size and design of vehicle access minimises pedestrian and vehicle conflicts and disruption of traffic on public roads.
7. Establish a design excellence strategy to guide the outcomes of a competitive design process.
8. Establish benchmarks to achieve ecologically sustainable development.
9. Protect and conserve the heritage buildings surrounding the site.
10. Acknowledge the site's indigenous history & connection to Country through built form and public domain.

## 3.0 DESIGN GUIDANCE

### 3.1 Land use

#### Design guidance

1. Development is to include a mix of land uses related to the Star functions, with:
  - a. Food and beverage, retail, tourist and visitor accommodation uses located within the North Tower.
  - b. Food and beverage, retail, tourist and visitor accommodation and shop top uses located within the South Tower.
  - c. Indoor and outdoor spaces with complementary functions such as restaurant and food and beverage opportunities, recreational spaces, wellness spaces and/or hotel amenities, including an existing hotel pool to Level 5 rooftop
  - d. Active uses at street level such as food and beverage, retail and/or wellness uses.
2. Active uses street frontages and through-site links to be provided generally in accordance with the locations nominated in **Figure 2**.



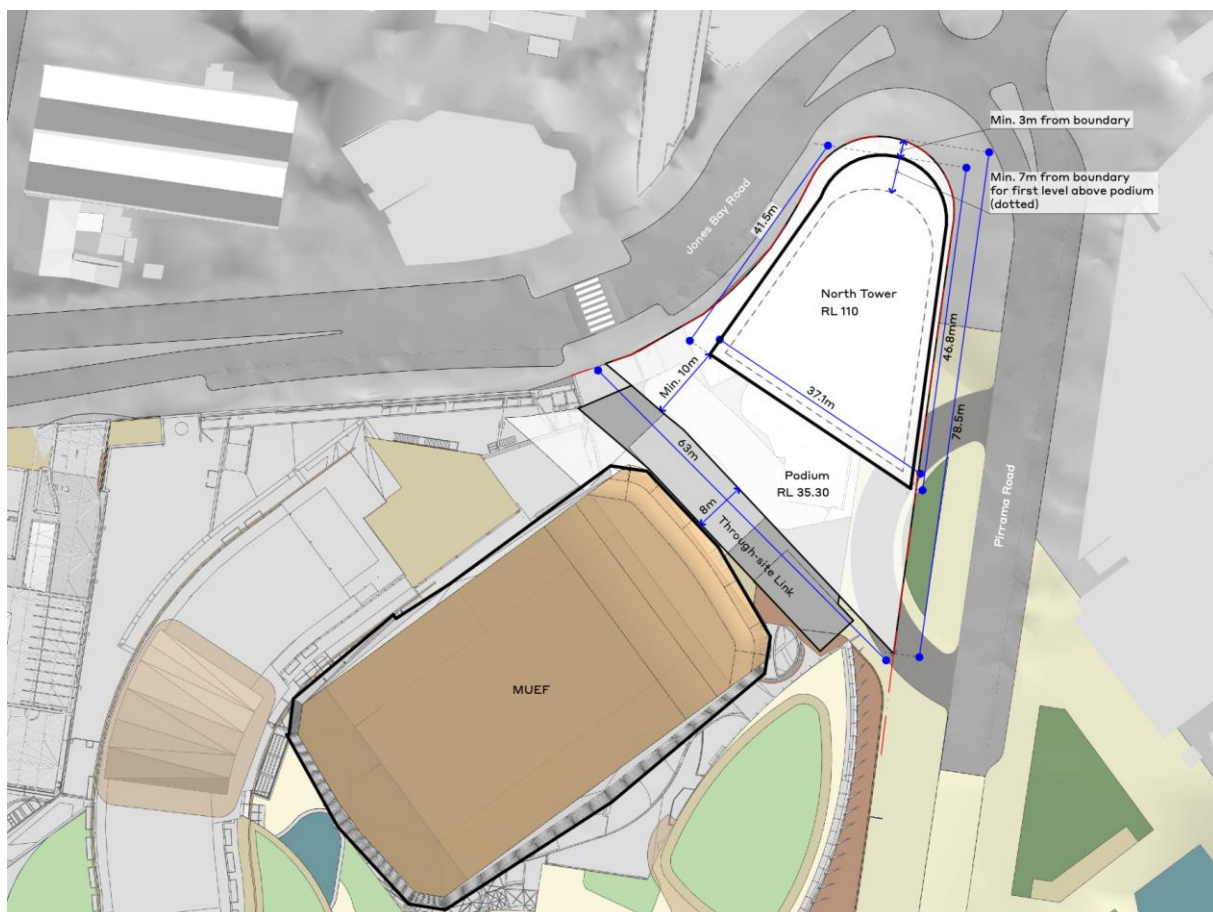
**Figure 2 – Active Street Frontages and Through-Site Links**



## 3.2 Built form and design

### Design guidance

1. Building layout, including height (expressed in RLs) and pedestrian entries to ensure at grade access is provided, is to be set out generally in accordance with the figures outlined in **Section 3.2**.
2. Setbacks and heights are to be provided in accordance with:
  - a. **Figure 3:** Northern Tower setbacks
  - b. **Figure 4:** Northern Tower building envelope (northern view)
  - c. **Figure 5:** Northern Tower building envelope (eastern view)
  - d. **Figure 6:** Southern Tower setbacks
  - e. **Figure 7:** Southern Tower building envelope (northern view)
  - f. **Figure 8:** Southern Tower building envelope (eastern view)
3. The final building extent is to be entirely within the envelopes shown at **Figures 4, 5, 7 and 8**, excluding public domain elements such as sun control devices, awnings, outdoor seating and planters.
4. Floor to floor heights for the visitor and tourist accommodate levels are to be a minimum 3.1m.
1. Floor to floor heights for residential levels are to be a minimum 3.15m.
2. The percentage of apartments to incorporate universal design features are to be in accordance with City of Sydney DCP requirements.



**Figure 3 - Northern Tower setbacks**

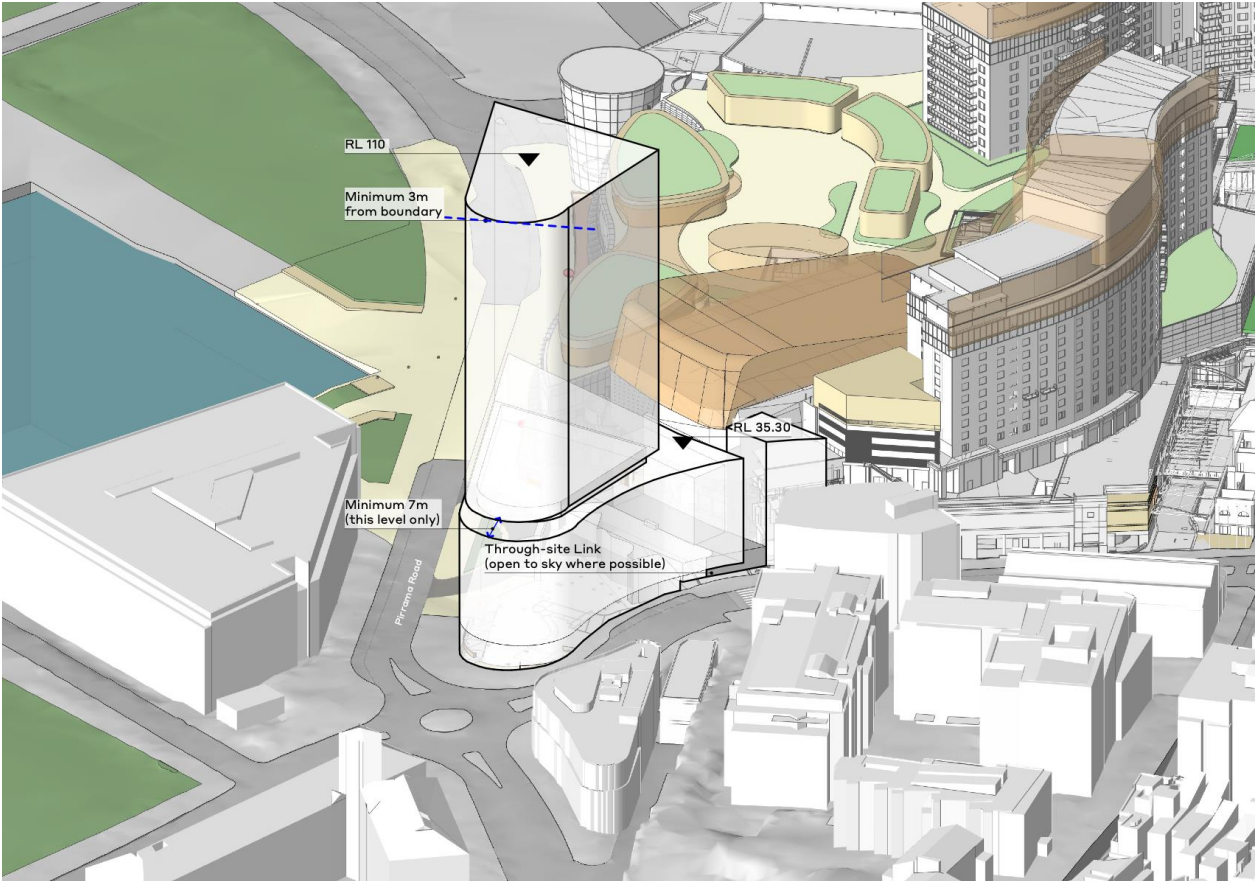


Figure 4 - Northern Tower building envelope (northern view)

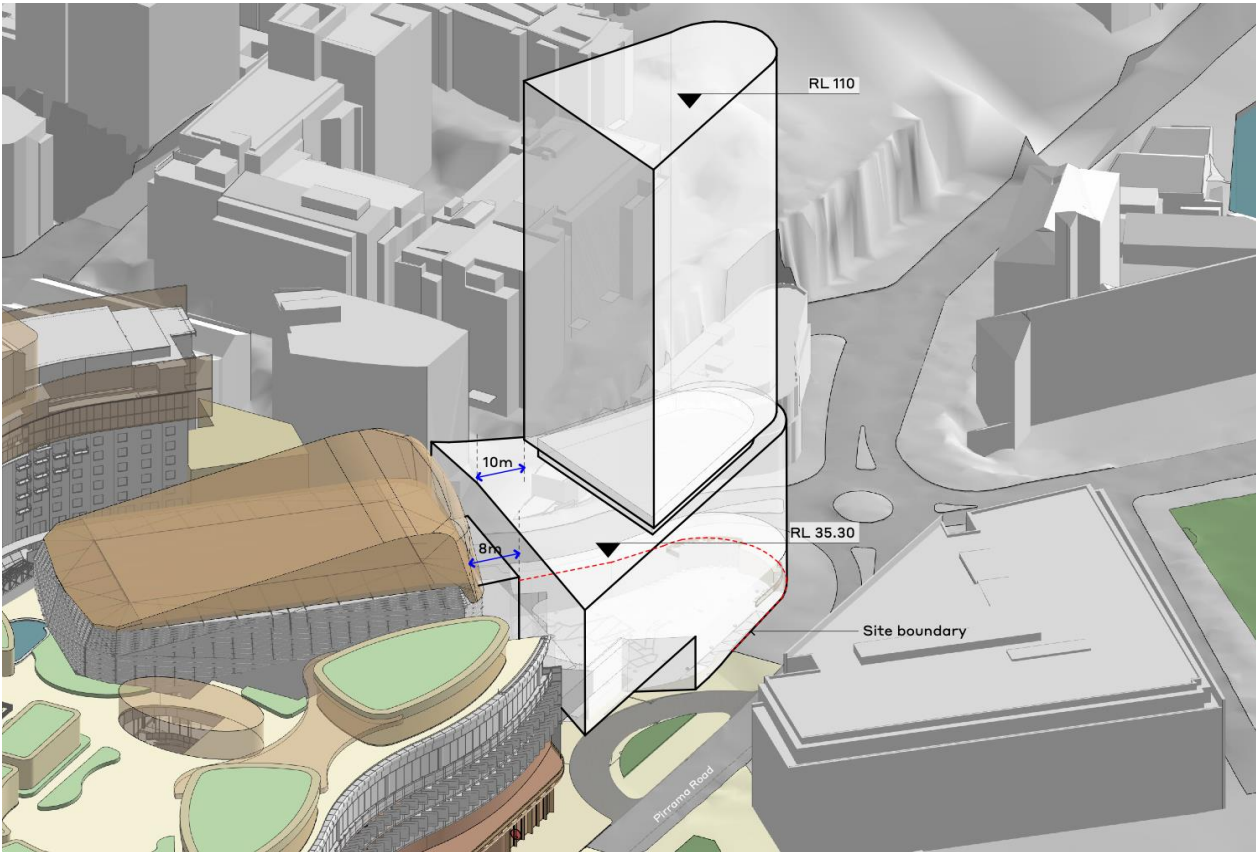


Figure 5 – Northern Tower building envelope (eastern view)



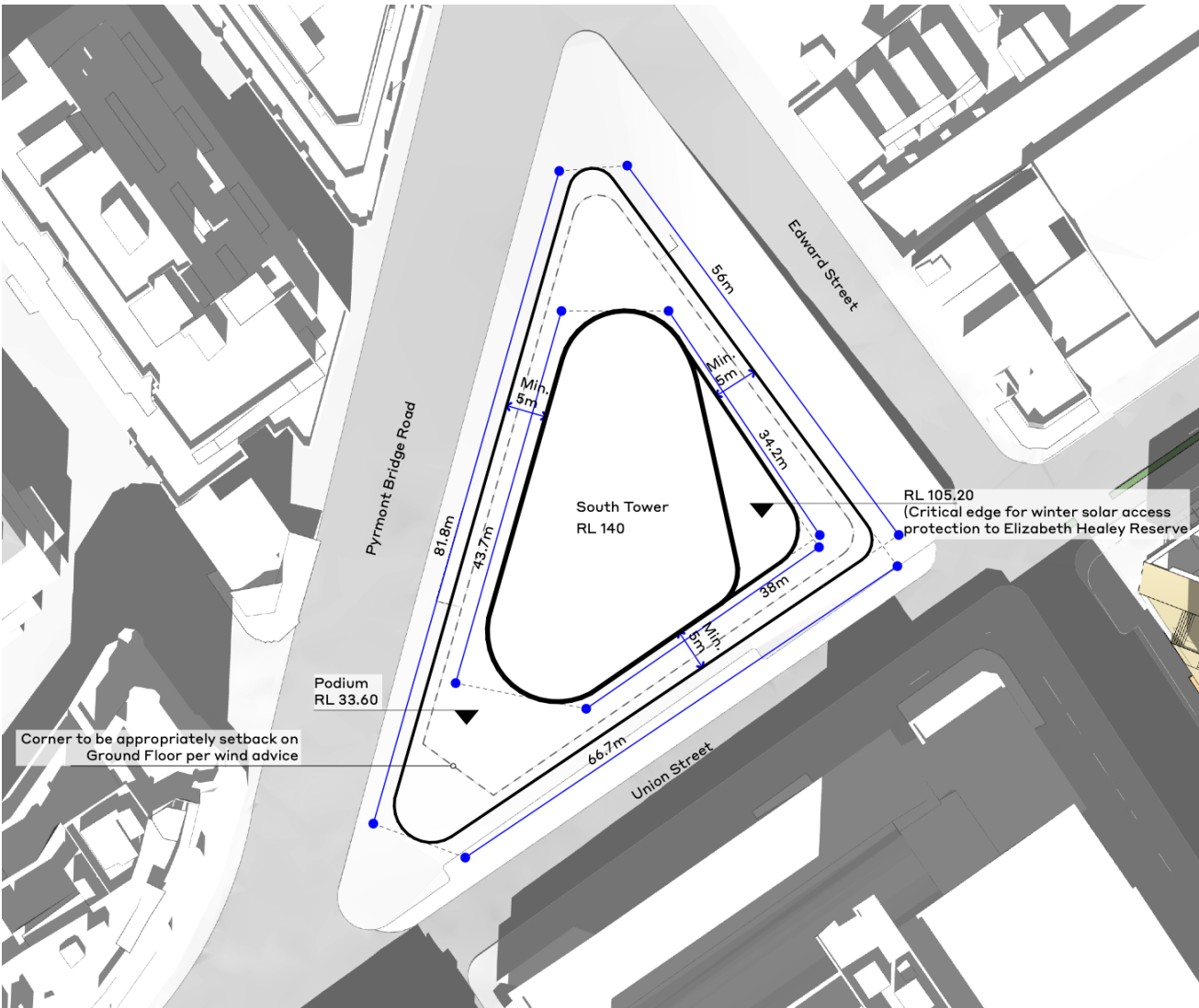


Figure 6 – Southern Tower setbacks

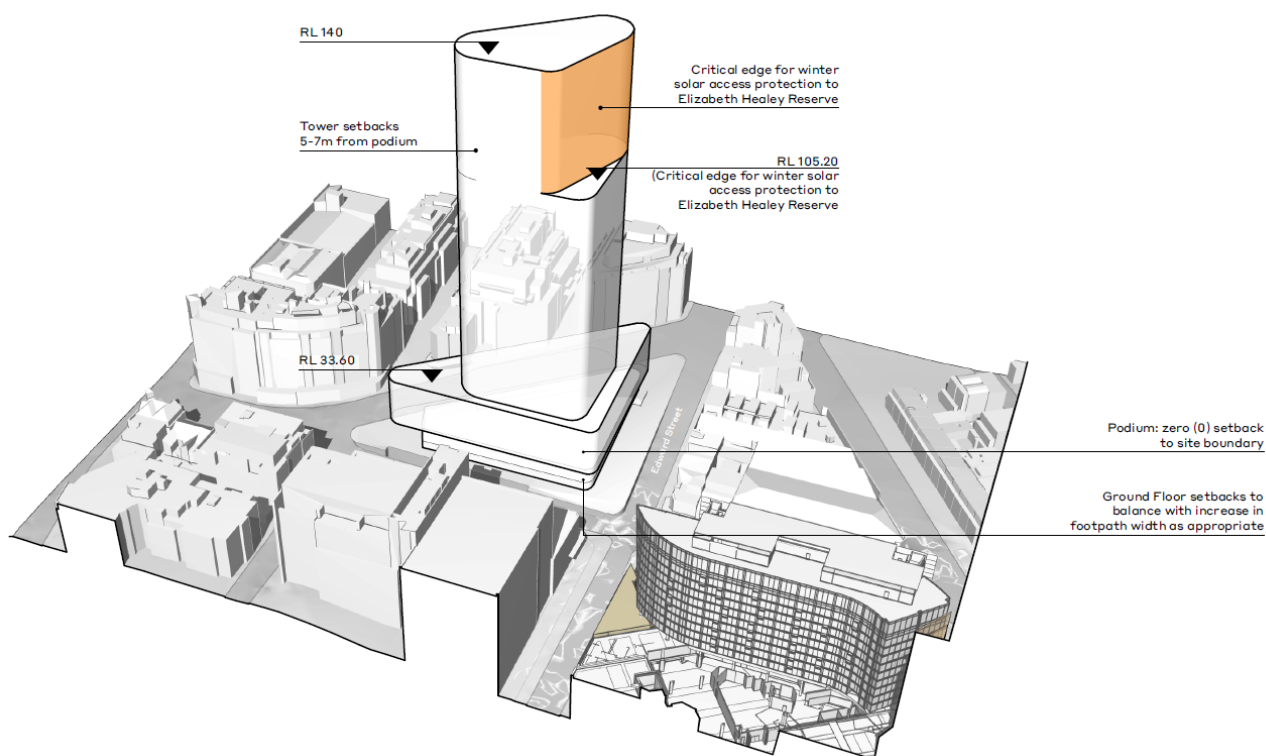


Figure 7 – Southern Tower building envelope (northern view)

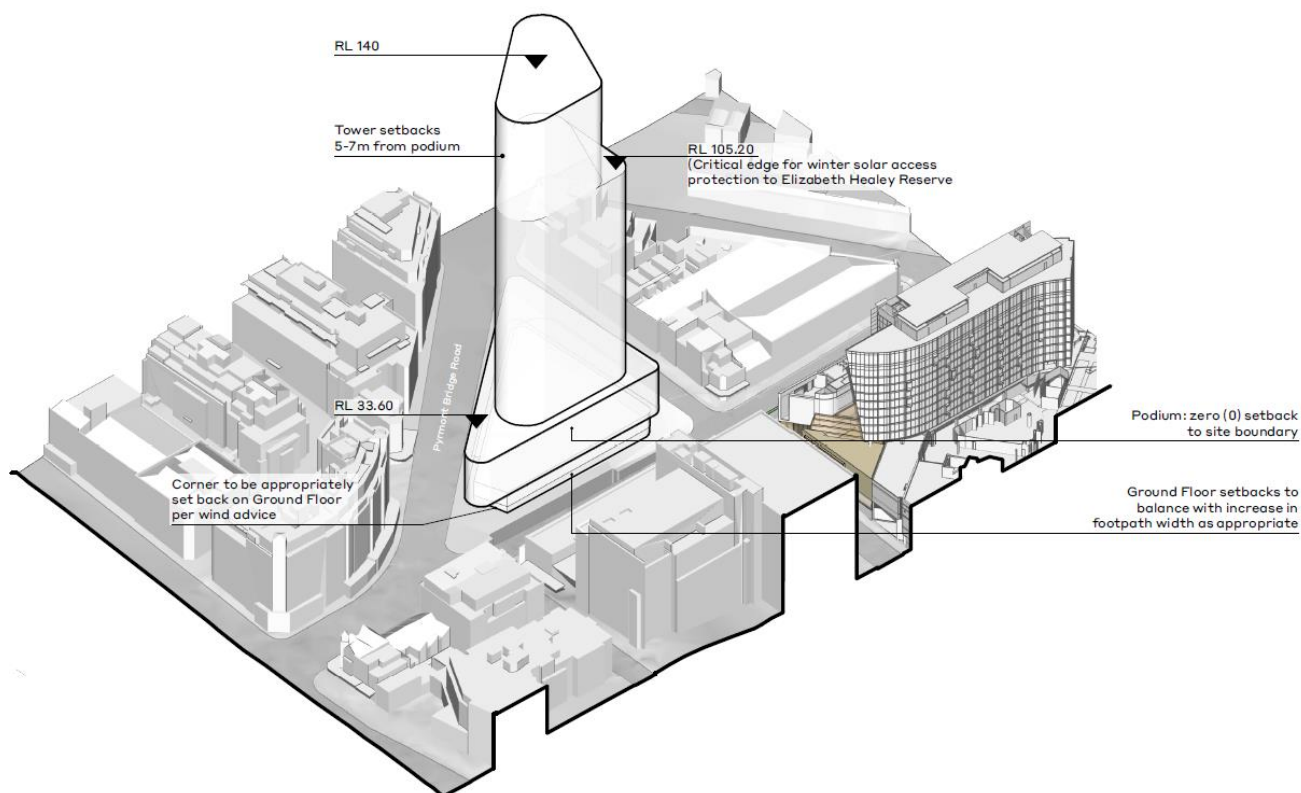


Figure 8 – Southern Tower building envelope (eastern view)

### 3.3 Public Open Space

#### Design Guidance

1. Future development should aim to retain the majority of the existing tree canopy where possible and if any trees are proposed to be removed, and replaced to offset losses, to be agreed with the CoS and other stakeholders.
2. A focus on native species should form the basis of any replacement strategy to be discussed with the CoS and other stakeholders.
3. Future development should increase tree canopy and deep soil where possible, mindful of the existing nature of development on the site.



Figure 9 – Public open space

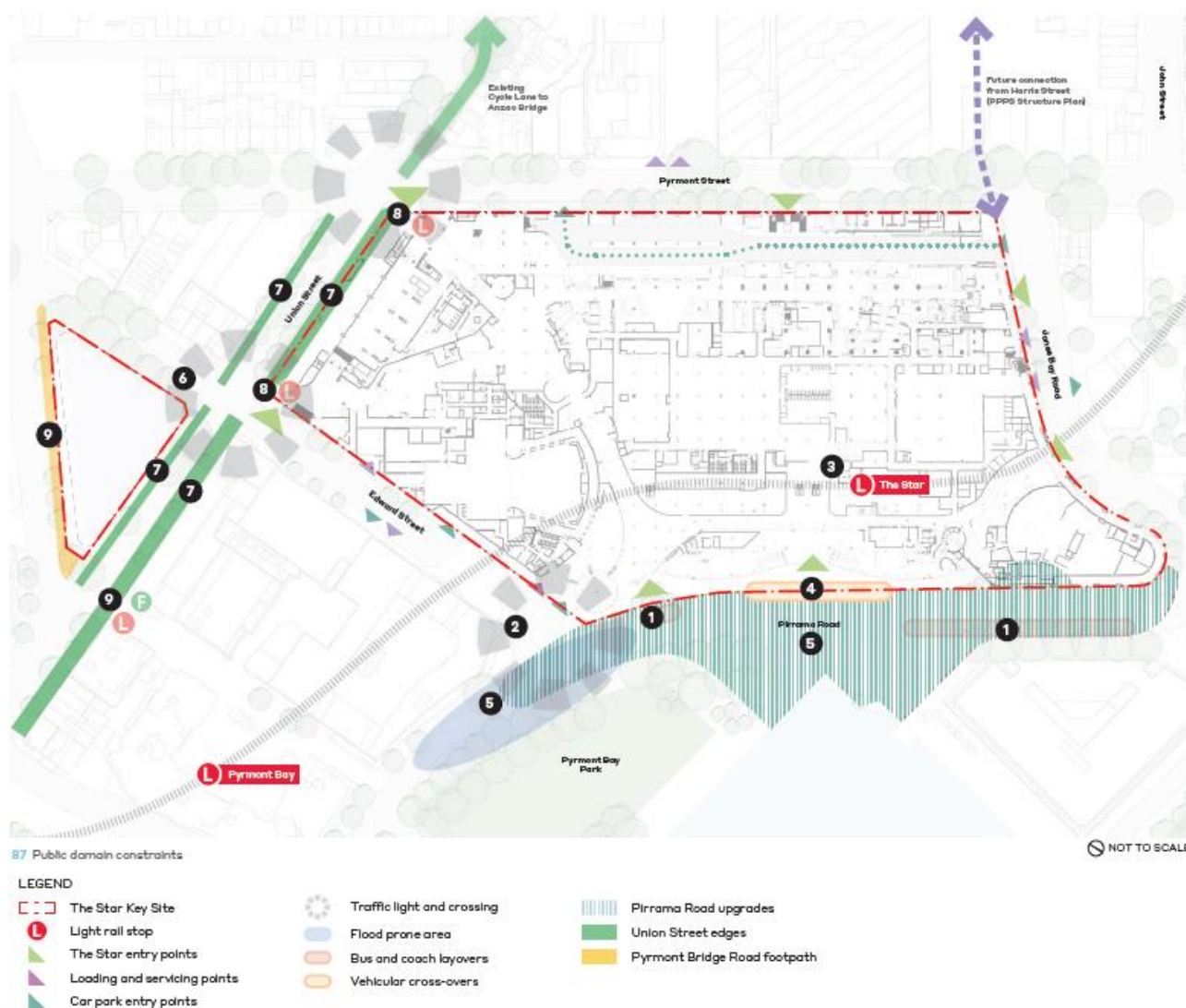
### 3.4 Public Domain

#### Design Guidance

Future Development should seek to address the following, or ensure that any future development does not encumber the opportunity to deliver the following in any future redevelopment (in alignment with **Figure 10**):

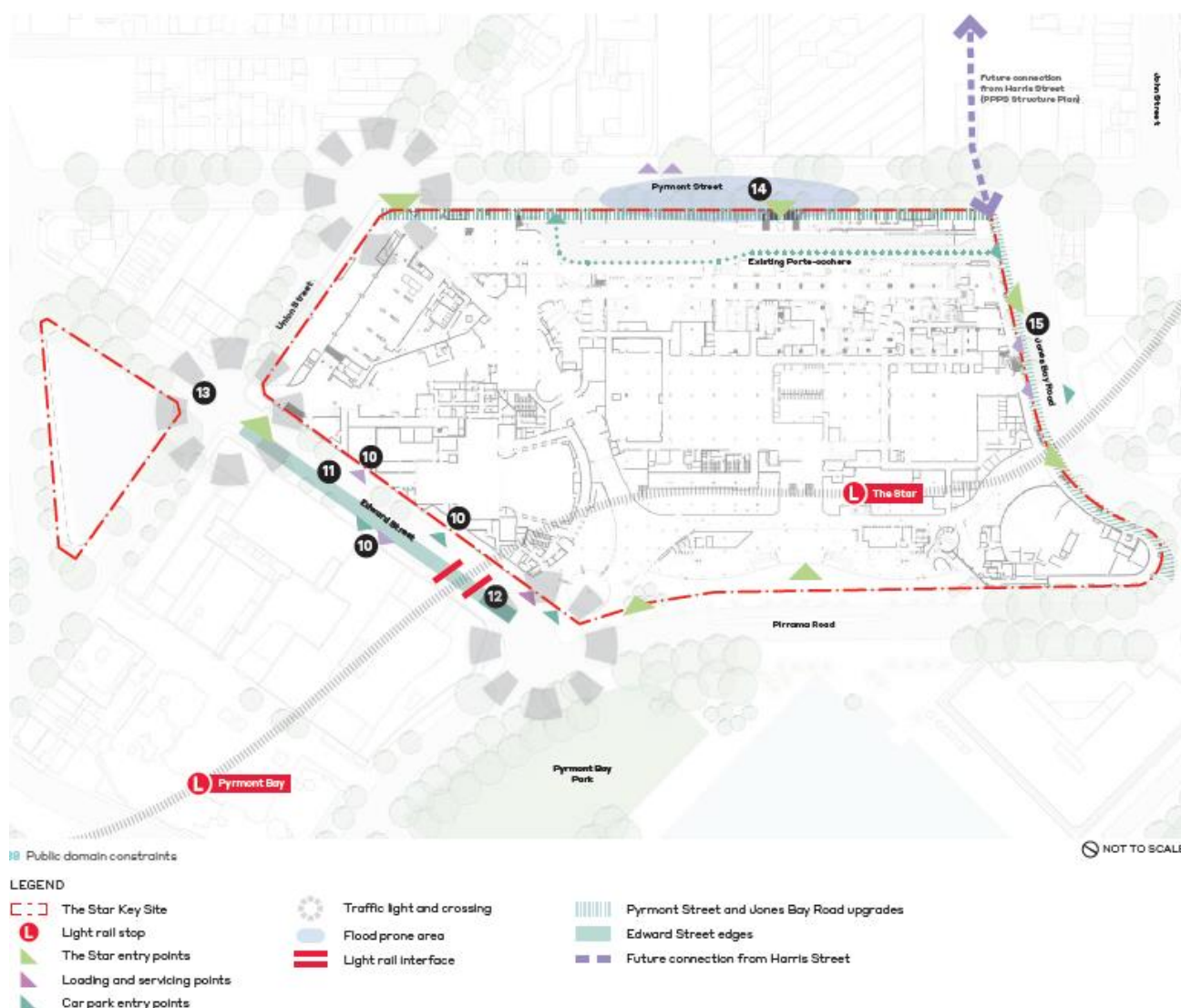
1. Bus and coach layovers to reduce obstruction to Pirrama Road and provide better access to the foreshore.
2. Provide locations for pedestrians to access the foreshore.
3. Allow lines of sight from the street to the light rail stop making public transport easier to access.
4. Minimise vehicular cross-overs such including taxi drop off areas.
5. Address flood mitigation measures integrated into public domain improvements.
6. Increase pedestrian movement from Union Street along Edward Street.
7. Increase activation and pedestrian capacity while maintaining capacity of the bike lanes to all frontages where possible.
8. Increase wayfinding to public transport. A signage strategy should form part of any major development application.

9. Maximise Pyrmont Bridge Road footpath to ensure amenity for commuters and explore possibility of bike lane along Pyrmont Bridge Road.
10. Address multiple loading and car park entries in close proximity to each other along the street that increase risk of pedestrian vehicle conflicts.
11. Address the current light rail interface that does not enable a safe point of crossing to Pirrama Road.



**Figure 10 – Public domain constraints**





**Figure 11 – Public Domain Opportunities**

12. Subject to agreement from City of Sydney Council, Pirrama Road may be designed to:

- provide a generous, at grade pedestrian connection to the waterfront from light rail and Star by introducing a shared area with raised tabletop crossing frame by an avenue of palms (existing and proposed)
- provide consistent, high quality materiality to the new plaza space, with pedestrians as priority and slow speeds for vehicles.
- maximise opportunity for flexible events and people gathering to compliment outdoor dining opportunities
- integrate existing fig trees where possible, adding a new avenue in front of the porte cochere and lyric theatre bookending the shared street
- create new public realm spaces with generous, civic scale seating on their edges to inhabit the plaza
- provide design interventions to the edge of Pymont Bay Park to create a connection between the park, plaza and foreshore walk

13. Subject to agreement from City of Sydney Council, Union Street may be designed to:

- remove northern parking lane and push bike lane out to former parking lane, expanding the Northern footpath
- with the increased public realm, create a consistent, generous pedestrian link to Pymont Bridge Footpath should accommodate increased walkway width, landscaping, seating and opportunities for outdoor dining



- i. enhance the crossings and street corners around future Metro station to create safe connections to surrounds and foreshore.
14. Subject to agreement from City of Sydney Council, Edward Street may be designed to:
- j. consolidate traffic into a 7m wide service central lane
  - k. remove parking along eastern side of the street and consolidate loading zones and parking requirements on the other side of the street
  - l. with the increased public realm, introduce generous landscaping (trees, planting, wide seating pods, etc) to create a green linear link that directs pedestrians from the Metro to the Waterfront. Landscape and public realm amenity should screen inactive façades
  - m. allow at grade pedestrian connection over the Light Rail.
15. Subject to agreement from City of Sydney Council, Pyrmont Street may be designed to:
- n. continuous footpath expansion by tightening of car lanes with build outs at mid-block entry and corners
  - o. with the increased public realm, introduce pockets of landscape and public seating around existing trees
  - p. enhance pedestrian connection to lane ways and introduce a raised cross block link.
16. Subject to agreement from City of Sydney Council, Jones Bay Road may be designed to:
- q. footpath expansion by tightening of car lanes with build out at mid-block entry that connects to foreshore link
  - r. increased landscape around existing trees to screen services undercroft
  - s. new pedestrian crossing on corner of Pyrmont Street and Jones Bay Road.
17. Landscaping and design of the public domain is to be high quality and incorporate features such as:
- t. Indigenous tree species
  - u. public art and sculptural elements.
  - v. High quality materiality that ties into the intent of the City of Sydney Streetscape Guidelines

## 3.5 Connecting with Country

### Design guidance

1. New development across the site is to showcase “Connecting with Country” in design and consultation approaches, acknowledging and respecting Country.
2. Development is to consider opportunities to connect with Country through the design of built form, landscaping, public art and public domain, drawing on knowledge of Country held by local Aboriginal knowledge holders.
3. The City of Sydney’s Aboriginal and Torres Strait Advisory Group and GANSW are to be engaged prior to lodgement of a development application to identify practical approaches of implementing the principles for action in the draft ‘Connecting with Country Framework’ (GANSW, 2020).

## 3.6 Sustainability

### Design guidance

11. An ecologically sustainable development strategy is to accompany a development application for any new building on the site, that demonstrates how the following standards will be achieved:
  - a. embed optimum energy efficiency into building design according to use and typology, in accordance with the performance standards set out in City of Sydney’s [Planning for net zero energy buildings report](#)
  - b. target a minimum 5 Star Green Star Buildings rating (or equivalent Green Star tool in effect at time of registration)
12. Development is to apply the principles of biophilia in design and consider the AdaptNSW [Green Cover](#) guidance
13. Development is to consider Urban Green Cover in NSW Technical Guidelines (OEH, 2015), Greener Places (GANSW), and the draft Greener Places Design Guide (GANSW).
14. Development is to consider the application of Circular Economy Principles in design. A Waste and Recycling Management Plan consistent with City of Sydney’s Guidelines for Waste Management in New Developments is to be submitted with any development application and will be used to assess and monitor the management of waste and recycling during construction and operational phases of the proposed development.

## 3.7 Wind impacts

### Design guidance

15. A quantitative wind effects study is to accompany a development application for any new building on the site. The study is to be undertaken based on a wind tunnel model study performed in accordance with the guidelines provided in the Australasian Wind Engineering Society’s AWES-QAM-01-2019.
16. The assessment of pedestrian comfort and safety is to be based on the Draft Sydney Development Control Plan 2012 - Central Sydney Planning Review Amendment, which supersedes the criteria detailed in the City of Sydney Development Control Plan 2012 (SDCP2012).
17. For pedestrian comfort, the Draft Sydney DCP 2012 requires that the hourly mean wind speed, or Gust-Equivalent Mean (GEM) wind speed (whichever is greater for each wind direction), must not exceed 8m/s for walking, 6m/s for standing or short duration seating, and 4m/s for long duration sitting. These are based on a 5% probability of exceedance.
18. For pedestrian safety, the Draft Sydney DCP 2012 defines a safety limit criterion of 24m/s, based on an annual maximum 0.5 second gust wind speed, which applies to all areas.

## 3.8 Acoustic amenity

### External Noise Intrusion design guidance

1. Future development on the site must comply with the relevant noise criteria. It should be noted the criteria are applicable to typical external noise sources (road traffic, precinct noise) however are not intended to be applied for Special Events and Fireworks.

### Noise from Outdoor Special Events

3. A Noise Management Plan for special events must be developed and submitted to the Appropriate Regulatory Authority (Council). When creating a Noise Management Plan the following are to be taken into account when setting noise limits and numbers of events:
  - a. Part 3 of the *Noise Guide for Local Government*, specifically section 3.6 Case Studies 1 and 2 (Open-air concerts and public address systems, and Special Event noise “budgeting”).
  - b. Approvals granted for other special event venues.

As required by section 3.6 of the *Noise Guide for Local Government*, the Noise Management Plan must also incorporate three elements:

- a. Preventative Management (noise mitigation measures).
- b. Reactive Management (real time noise monitoring of events and complaints handling).
- c. Review (review of results, community consultation and then update of mitigation measures if required).

### Noise from Increased Road Traffic Noise

4. Noise impacts from potential increases in traffic on the surrounding road due to a proposed development is to be assessed in accordance with the NSW *Road Noise Policy* (DECCW, 2011).

### Construction Noise

5. The following documents must be addressed in the assessment of construction noise and vibration:
  - a. The NSW EPA *Interim Construction Noise Guideline* (ICNG, 2009).
  - b. The NSW EPA document *Assessing Vibration – A Technical Guideline*.
  - c. DIN4150-3.

Assessment with reference to these documents is to be demonstrated through a Construction Noise and Vibration Management Plan. This should be conducted as part of Construction Certificate documentation.

## 3.9 Flooding

### Design guidance

1. The Star Key Site is flood affected in the 100-year storm event and the Probable Maximum Flood (PMF) Event. A report addressing the effect on flooding of proposed Public Domain changes is to be submitted with a development application to demonstrate that the existing flood risk to the Star Key Site development or the adjacent developments is not worsened as a result of the development. The report is to cover:
  - a. Assessment of existing stormwater infrastructure and proposed upgrades to be confirmed;
  - b. Development Risks to be addressed;
  - c. Current Flood Impacts;
  - d. Effects of Public Domain Works on Flood Risks; and
  - e. Compliance of current development with current flood DCP.

## 3.10 Loading, servicing, access and bike parking

### Design guidance

1. A transport impact assessment prepared by a suitably qualified transport consultant is to be submitted with a development application.
2. A transport management plan incorporating all operations and servicing on the site is to accompany a development application for any new building on the site.
3. Loading docks:
  - a. Retain existing servicing and loading on Jones Bay Road and Edward Street.
  - b. Convert the current loading dock on the Main Site internal service road for The Century restaurant to a facility for the new Hotel with 9 vehicle spaces
  - c. Incorporate a new loading dock in the design with space for 9 vehicles in the 37-69 Union Street, Pyrmont site
4. Porte cocheres:
  - a. Retain existing porte cochere from Jones Bay Road to Pyrmont Street.
  - b. Relocate existing porte cochere on Pirrama Road north to Hotel forecourt. Left and right in, left out. Short-stay parking space for six vehicles.
5. Bike parking spaces for future development on the site is to be provided in accordance with the rates set out in the SDCP 2012.
6. Internal Service Road: Adjust layout of parking spaces to increase the No Stopping distance on the approach to pedestrian crossings to increase visibility of pedestrians to comply with *Transport for NSW Technical Direction TDT02-12c Stopping and Parking Restrictions at Intersections and Crossings* Figure 6 Mid-Block Pedestrian Crossing.

### **3.11 Heritage**

#### **Design guidance**

1. A heritage impact statement is to accompany a development application for any new building on the site that may cause heritage impacts to the SELS building and/or other nearby buildings.

## **4.0 DESIGN EXCELLENCE STRATEGY**

#### **Design guidance**

1. An invited architectural design competition is to be undertaken for the Northern and Southern Towers in accordance with Clause 6.21 of the Sydney Local Environmental Plan 2012 and the City of Sydney Competitive Design Policy.
2. The competitive design process is to include:
  - a. a minimum of five competitors
  - b. local or national Australian firms
  - c. architectural firms or team that will be led by designers of indigenous heritage.
3. No additional floor space or building height under Clause 6.21(7) of the Sydney LEP 2012 is to be awarded as a result of a competitive design process. The maximum floorspace and building height is to be in accordance with the Sydney LEP 2012 (as amended by the Pyrmont Peninsula Place Strategy).
4. The jury is to comprise a total of six members. The proponent is to nominate three jurors and the City of Sydney is to nominate three jurors, with at least one member having indigenous heritage.