



The Star
MP08_0098 (Mod 13)

IPC Public Meeting

27 August 2019

Presenters

- Clare Brown Urbis
- Richard Francis-Jones fjmt

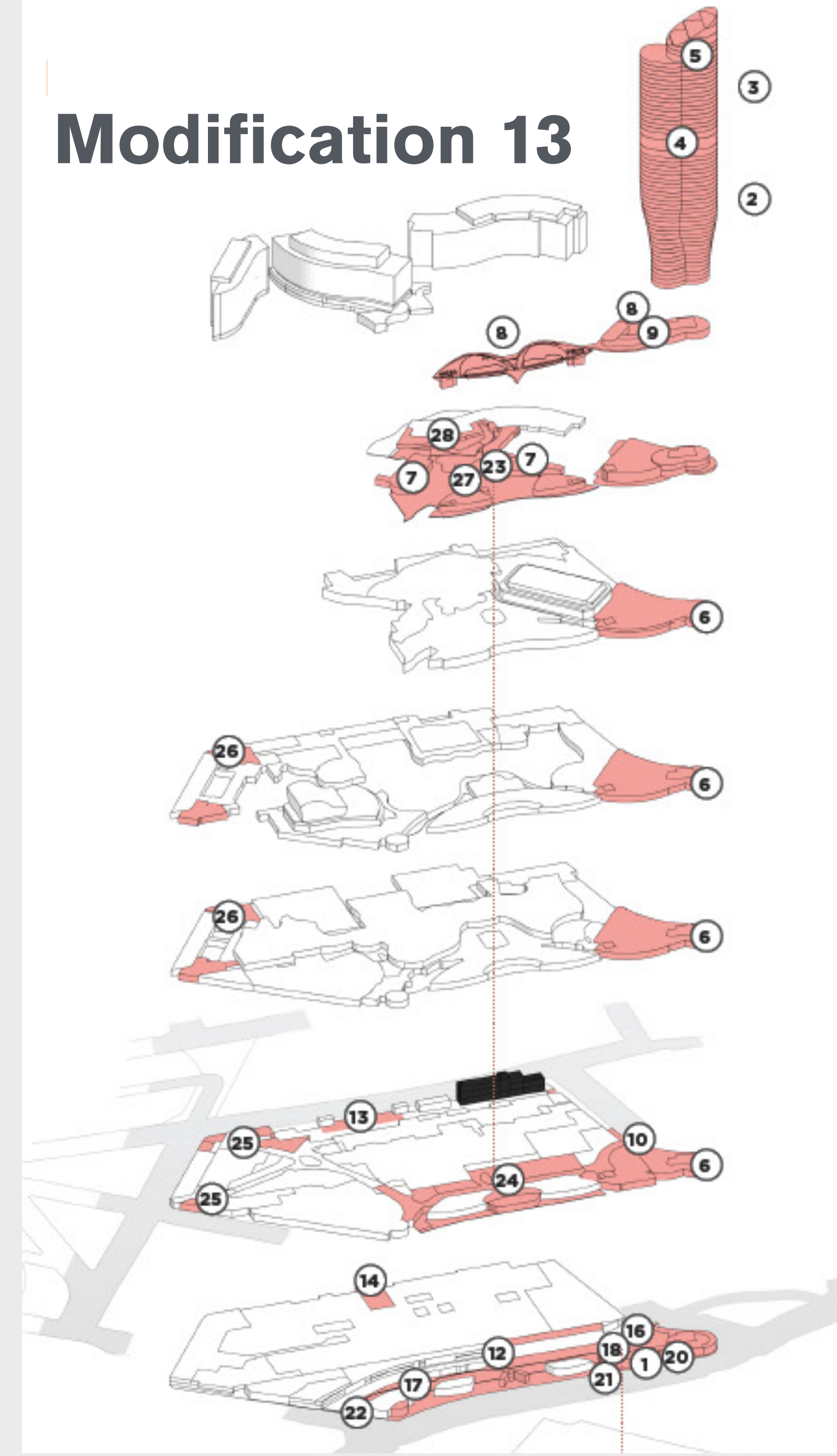
Content

- Overview of the proposal & pathway
- Strategic context
- Design excellence
- Key community submissions:
 - Visual;
 - Wind; and
 - Traffic
- Public benefit

Overview of the proposal

- No gaming component within this submission.
- New Ritz-Carlton Hotel and Residential Tower
 - ▶ 237m RL
 - ▶ 220 hotel rooms
 - ▶ 204 apartments
- Neighbourhood Centre (cafe, library, learning hub, function centre)
- A 'ribbon' element comprising hotel, public amenities & F+B
- New dining precinct with up to 15 new F+B outlets
- Infrastructure and transport interchange works including light rail access upgrades and relocation of existing taxi rank.
- Site wide landscaping and public domain works

Modification 13



Planning Pathway

- The Proposal:
 - relates to an approved Major Project (MP08_0098);
 - has made under the former section 75W of the EP&A Act preserved by the EP&A Transitional Regulation;
- The Minister has a broad power to modify an approval;
- Delegated authority to the IPC has been given, as more than 25 submissions received during public exhibition.

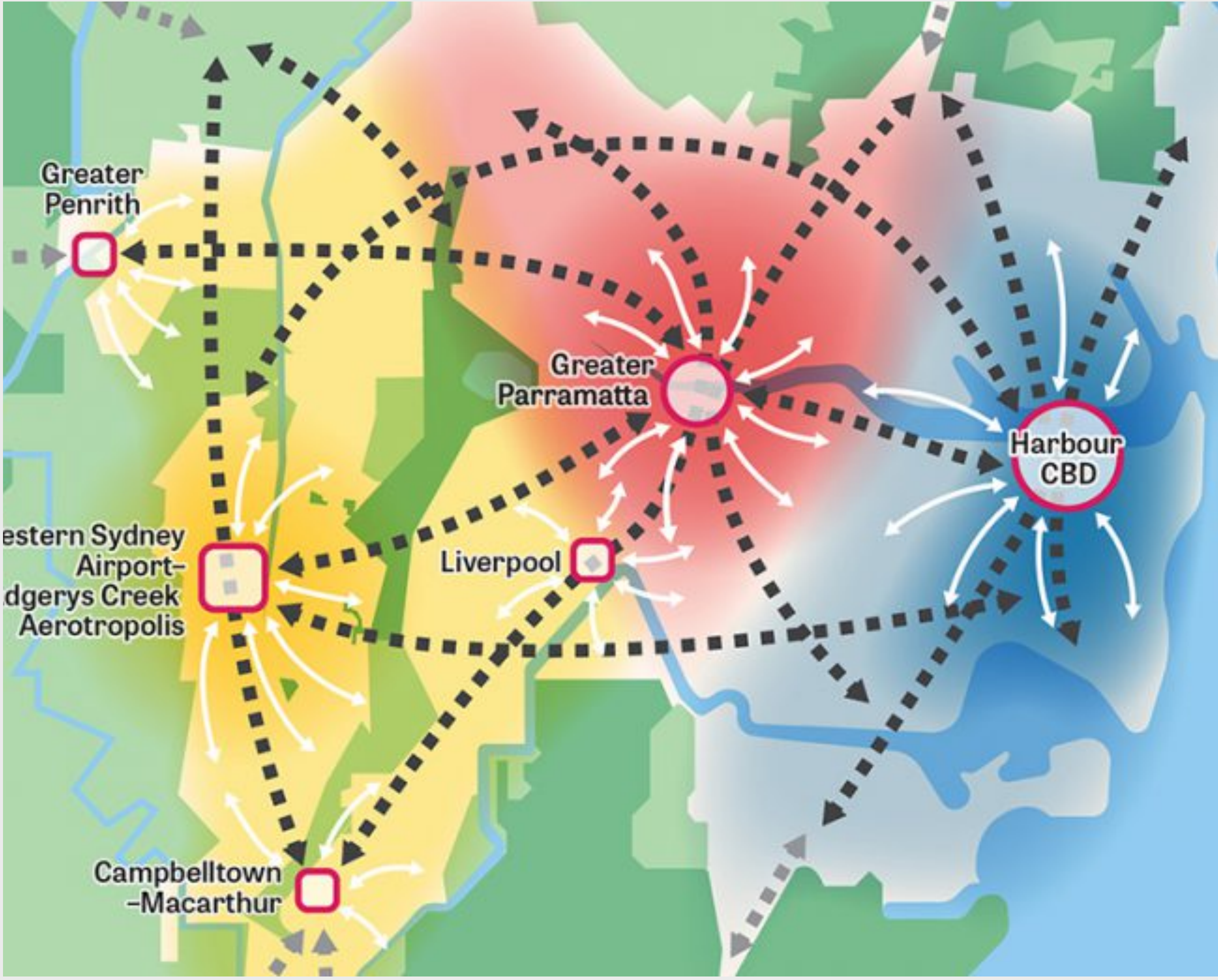
The development standards (including height and FSR) of the Sydney Local Environmental Plan 2012 (SLEP 2012) do not apply to the Proposal.

The Sydney Regional Environmental Plan No. 26-City West (SREP 26) also does not apply to the Proposal.

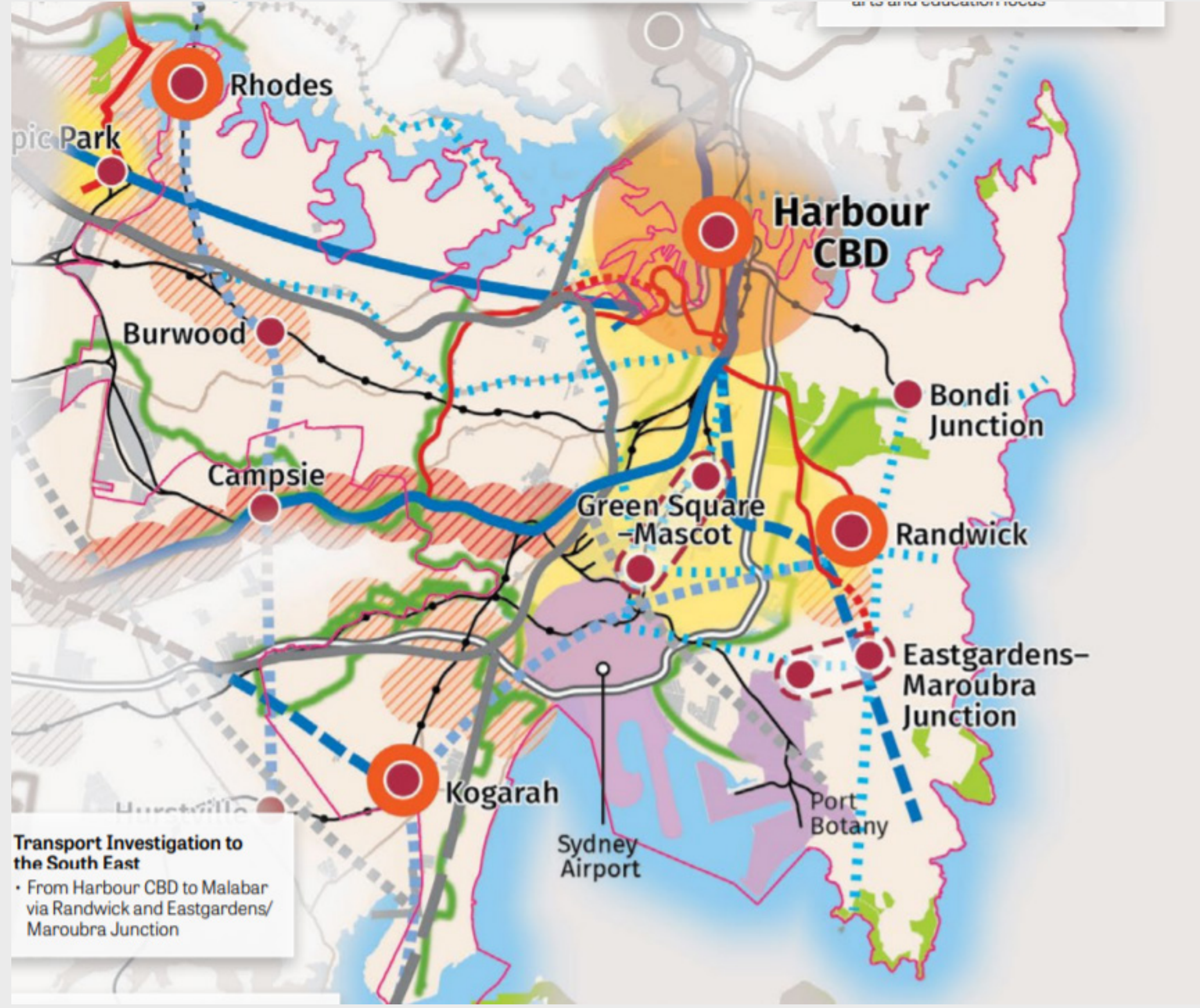
Timeline



Strategic Context: Greater Sydney Region Plan



Greater Sydney Region Plan



Harbour CBD

Strategic Justification: The Department's Assessment Report

'The Proponents justification for a tower also fails to adequately respond to the local character of Pymont... Pymont is characterised by an established low to medium character whilst supporting reasonably high levels of density. Furthermore, Pymont is not specifically identified in any strategic planning policy to accommodate future growth in the form of very tall buildings or significantly increased density' (page IV).

Section 3.0 of the Assessment Report outlines how the Proposal is consistent with the Greater Sydney Region Plan and Eastern City District Plan because:

- The Proposal *'Fosters Productivity through growth in jobs, housing and hotel accommodation with good access to public transport with the Harbour CBD...contributing to a walkable and '30 minute city';*
- the Proposed uses are consistent with some of the objectives of the Eastern City District Plan, as they will; *'deliver social infrastructure and foster healthy communities via the proposed community centre, reflecting the needs of the community now and in the future'.*

The Department's Assessment Report also identifies consistency with *Transport 2056, Sustainable Sydney 2030* and the *Visitor Economy Industry Action Plan 2036*.

Built Form: The Department's Assessment Report

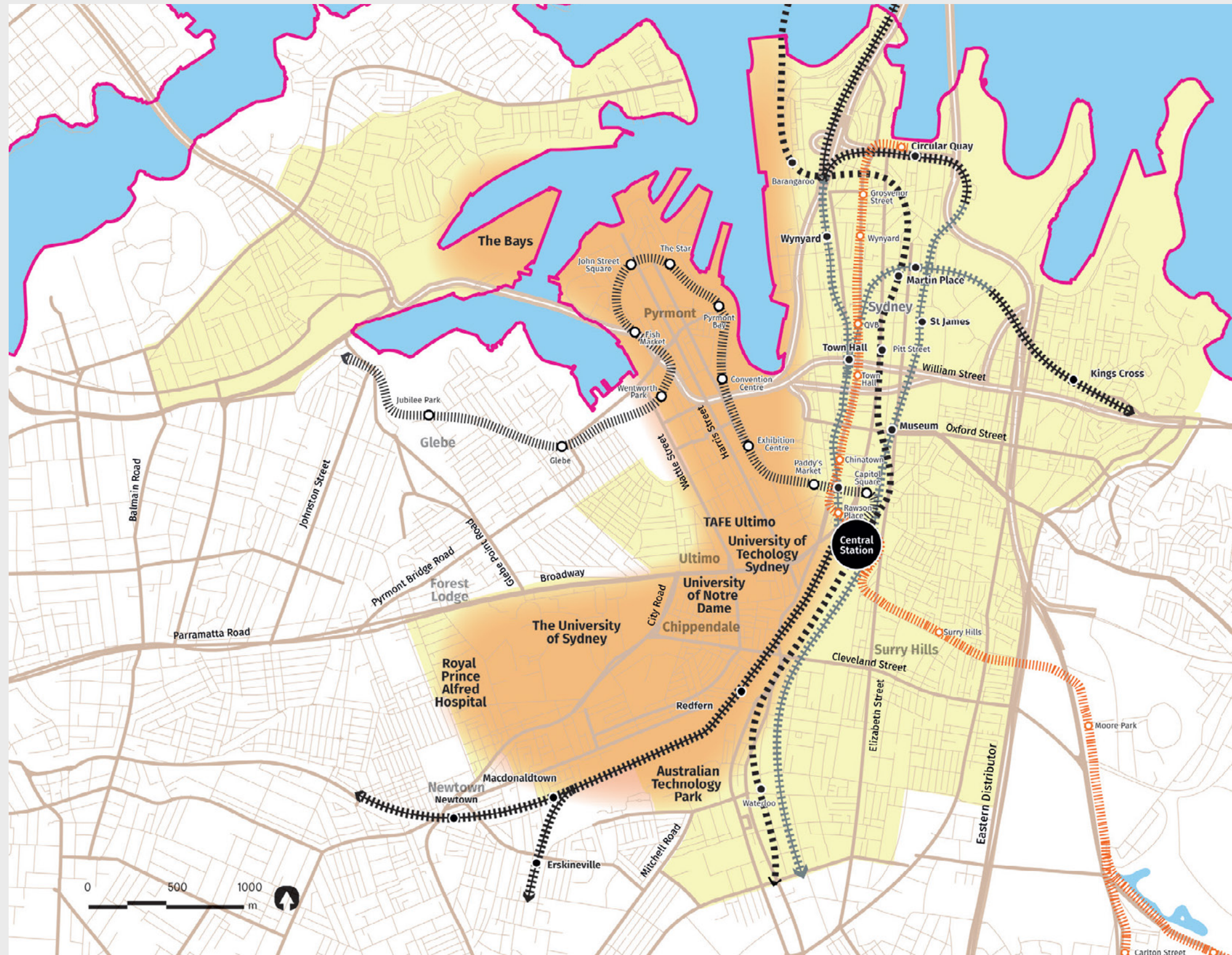
'The Department engaged an independent design advisor...to provide independent expert design advice to assist the Department's assessment of the application. The Department sought the advice to specifically consider if a tower form is appropriate in the proposed location given the local and wider urban context' (page 27).

The Urban Design Expert was only provided:

- Urban Context Report (Urbis - November 2018)
- Visual Impact Assessment (Architectus - August 2018)
- Peer reviews of the Urban Context report (Olsson and Associates - June 2018), and
- the Visual Impact (Richard Lamb and Associates - July 2018)

It appears that the advice was not based on the full suite of documents lodged with the application, significantly the Proponent's Environmental Assessment Report and Architectural Drawings.

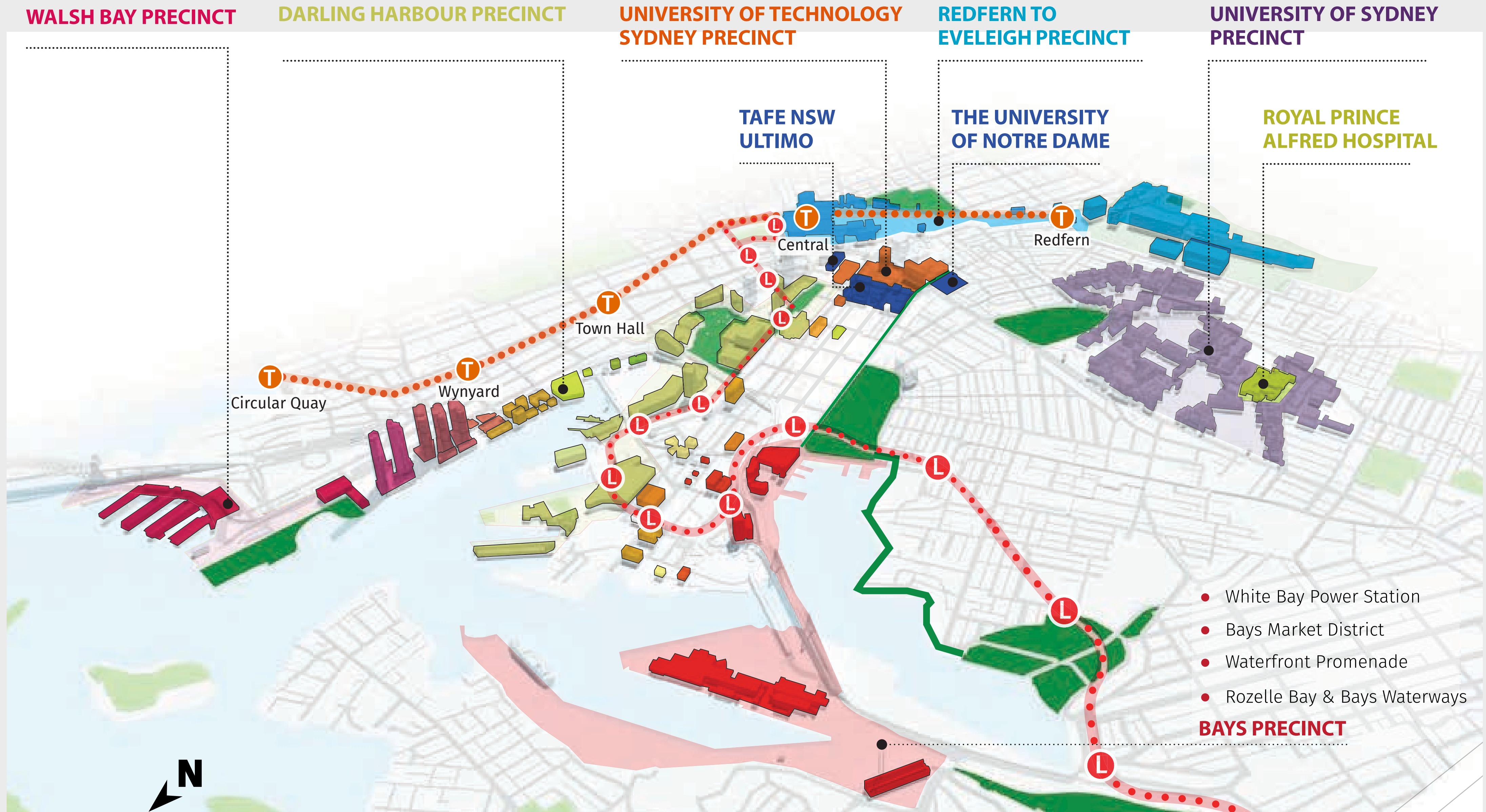
Strategic Context: Innovation Corridor



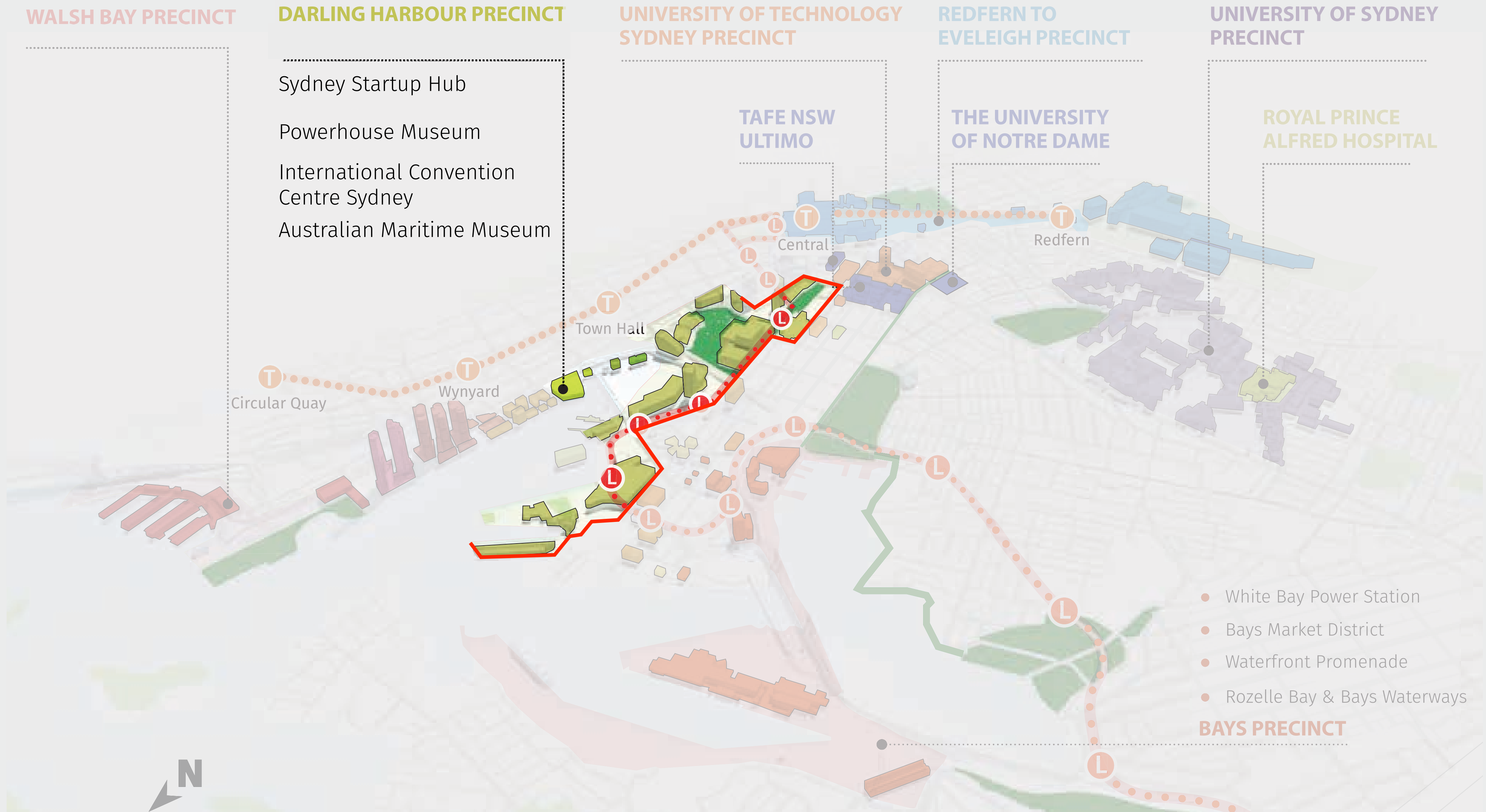
	Highway		Train Station
	Local Road		Underground Train Station
	CBD & South East Light Rail & stations currently under construction		Waterway
	Inner West Light Rail		Harbour CBD
	Future Metro Station		Innovation Corridor

- Tourism, conferences, entertainment and culture contribute to the Harbour CBD's attractiveness to international talent.
- Ongoing investment in major entertainment precincts such as Darling Harbour build a more diverse and competitive offering in these sectors.
- We need to continue managing growth sustainably and promoting economic diversity and collaboration by ensuring that internationally competitive industries and sectors can innovate, agglomerate and grow.

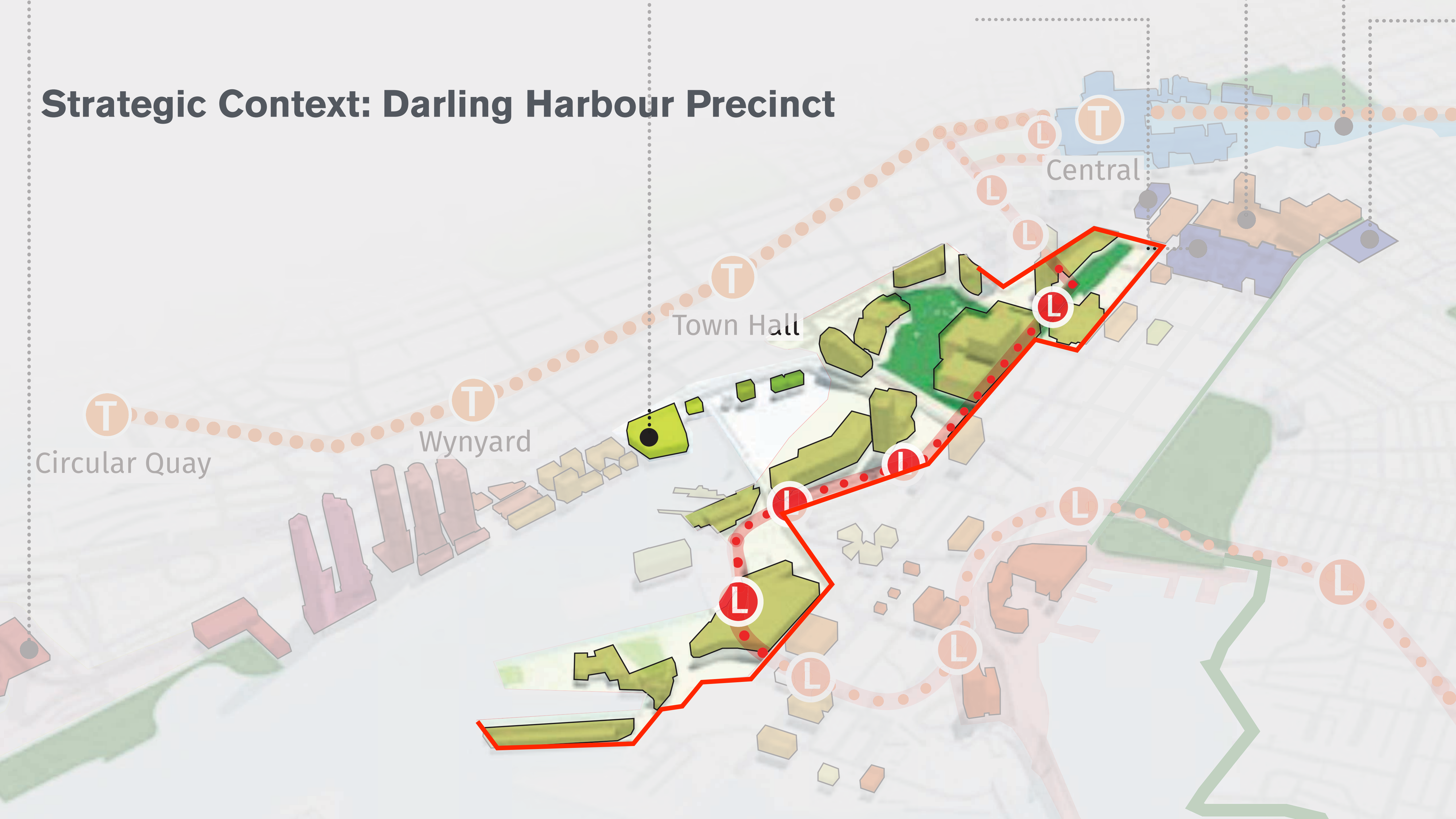
Strategic Context: Innovation Corridor



Strategic Context: Darling Harbour Precinct



Strategic Context: Darling Harbour Precinct



Strategic Context: Justification

The Proposal can be justified strategically because:

- The Star is located within Sydney's Harbour CBD, specifically the Innovation Corridor.
- The Harbour CBD is:
 - Australia's Global Gateway and financial capital.
 - The engine room of Greater Sydney's economy.
 - To remain globally competitive, the CBD must be a magnet for skilled people and a powerhouse of creativity and innovation at all levels.

To strengthen the Harbour CBD's international competitiveness, Darling Harbour plays a pivotal role in providing:

- A more diverse and vibrant night-time economy, and
- A broad range of cultural, entertainment and leisure activities

Strategic Context: SEARs and Design Excellence



16/12466

Managing Director
Urbis
GPO Box 5278
SYDNEY NSW 2001

Dear [REDACTED]

Thank you for writing to the Department of Planning and Environment (the Department) about an alternate design excellence process for the proposed new hotel and residential tower at The Star, Pyrmont.

I can advise that The Department is satisfied the process adequately addresses the requirements of the Secretary's Environmental Assessment Requirements (SEARs). The Department does however recommend the terminology used in the design excellence brief is updated to ensure consistency with the terminology in the design excellence process.

I understand that the Government Architect, Mr Peter Poulet, has been nominated to act as a member on the Design Review Panel for this project and understand the Star Entertainment Group Limited is currently liaising with the Government Architect's office to coordinate membership on the Panel. Please also note the Department's nominated independent observer for the process is Mr Brendon Roberts, Team Leader, Key Sites Assessments.

Please ensure both the Government Architect's office and Mr Roberts are invited to all future briefings, meetings and presentations. In the event they are unable to attend an alternate member will attend.

Should you have any further enquiries, please contact Mr Ben Lusher, Director Key Sites Assessments, at the Department on (02) 9274 6552.

Yours sincerely

Deputy Secretary

20/10/2016

The Secretary's Environmental Assessment Requirements (SEARs), May 2016 sought that the Proponent 'demonstrate design excellence'

- The Proponent chose an alternative design excellence process.
- SEAR 2 required the Proponent to:
 - *"Address the height, bulk and scale of the proposed development within the context of the locality"* and
 - The process was required to be endorsed by the Secretary of the Department of Planning and Environment.
- The process was endorsed in writing by the Department (picture left) and comment made that the *"process adequately addresses the SEARs"*.
- The competition winning scheme presented by FJMT represents the design as lodged.

Historical Context

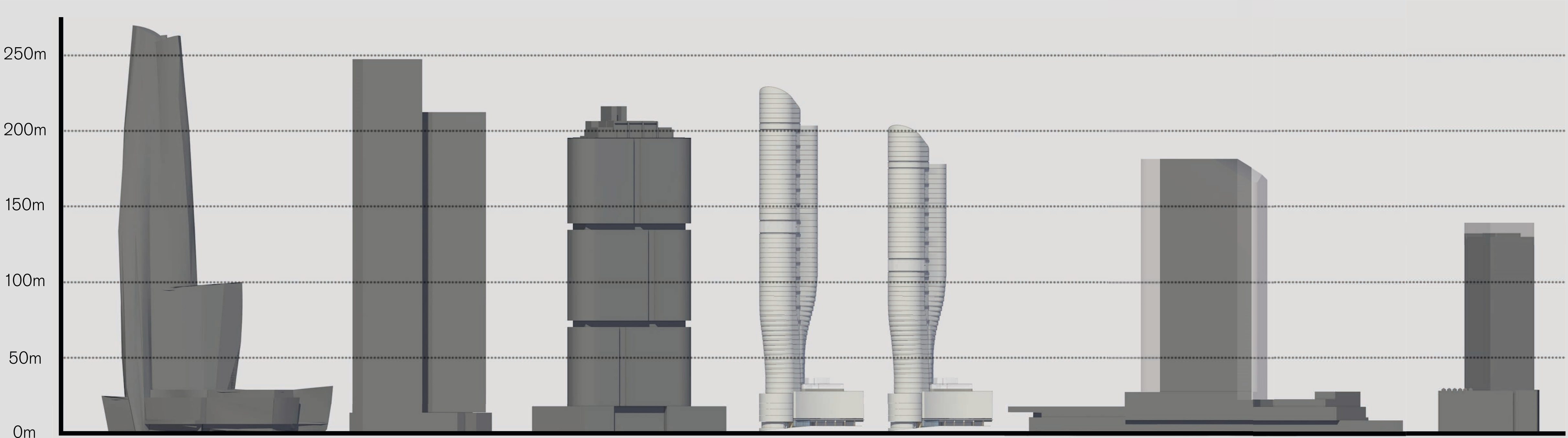


Once the third tallest structure in Sydney



Pymont Power Station - 1958

Contemporary Context



The Crown

One Sydney Harbour

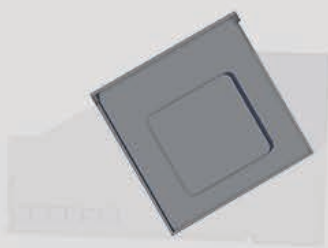
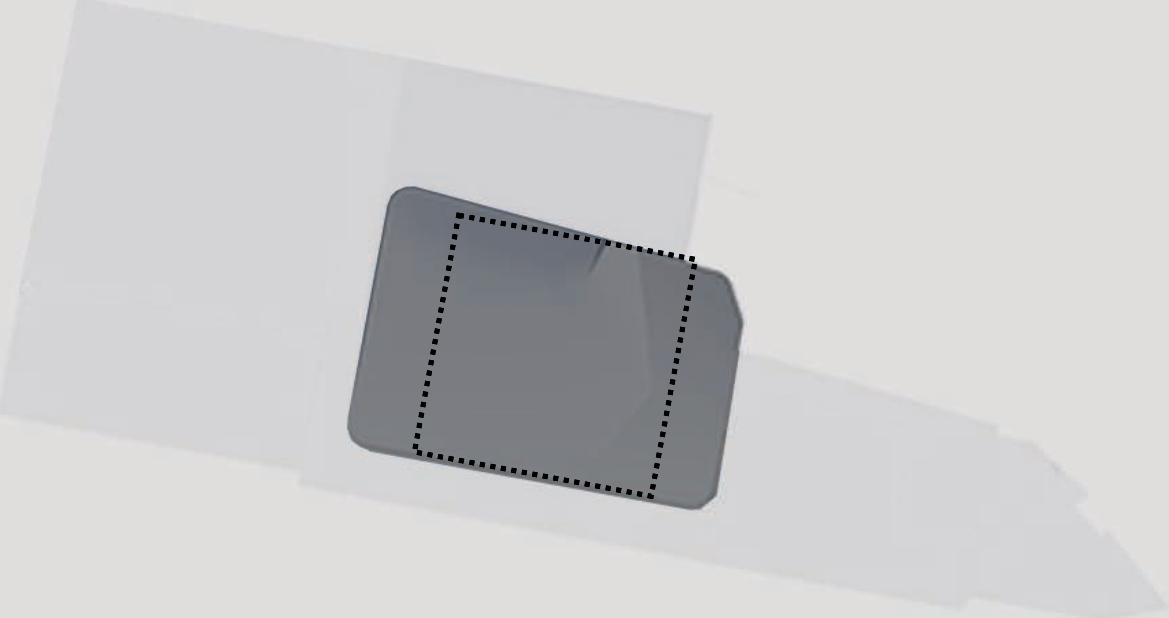
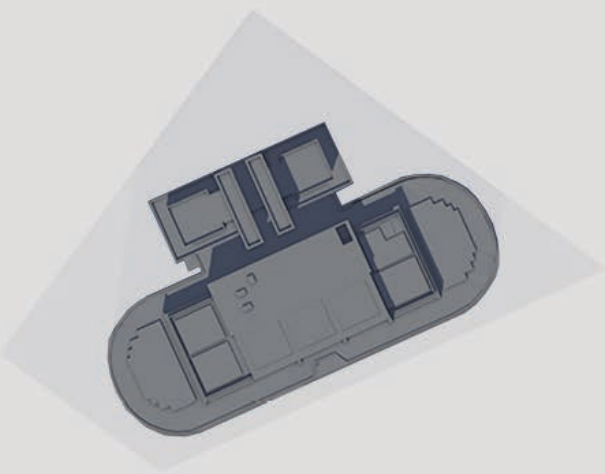
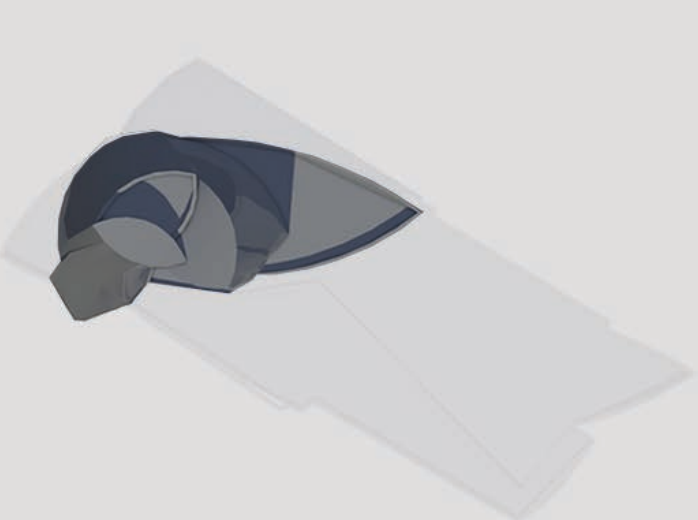
Tower One International Tower

The Star (DA submission)

The Star (Design Competition entry)

Cockle Bay Envelope & Tower

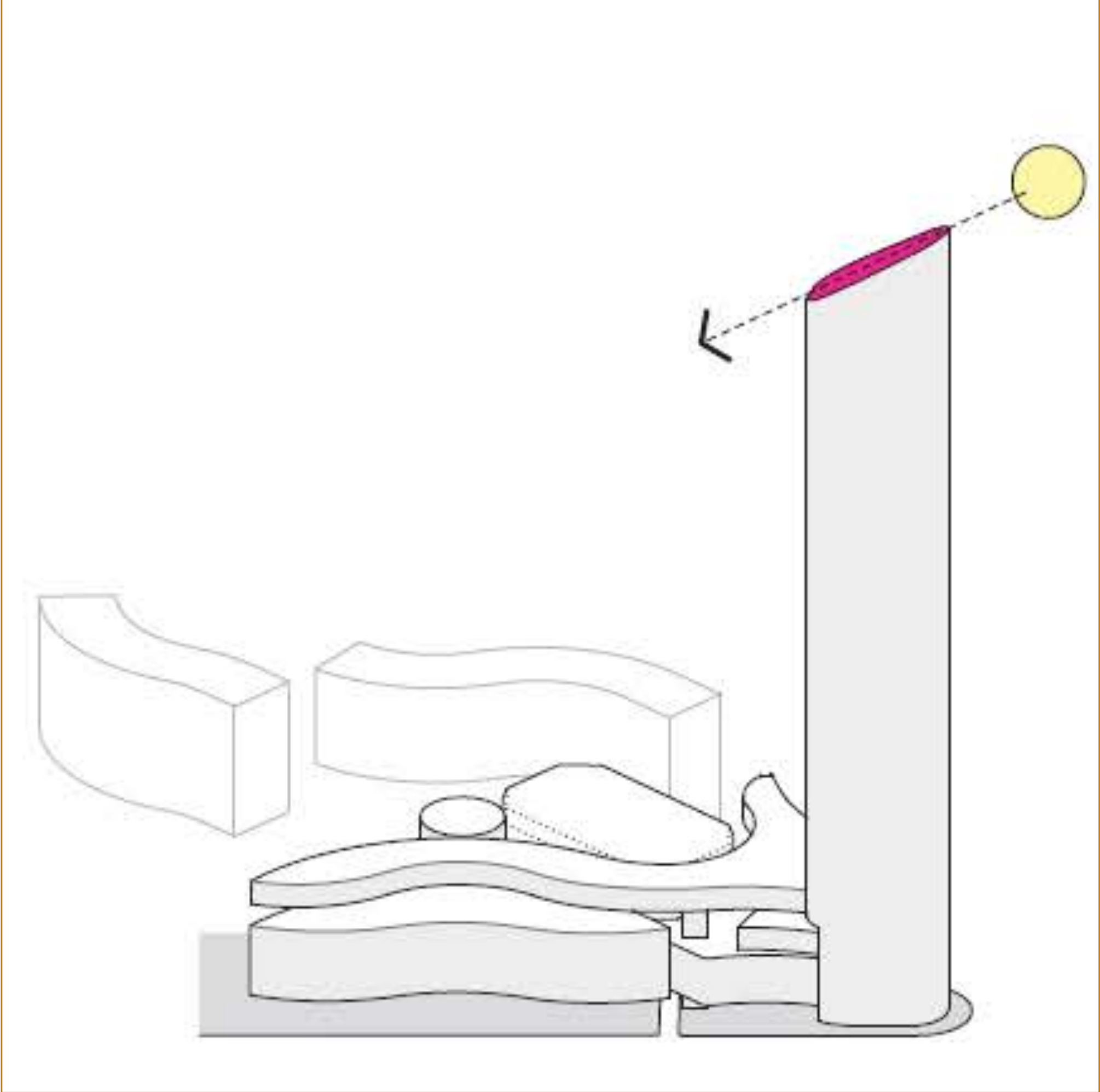
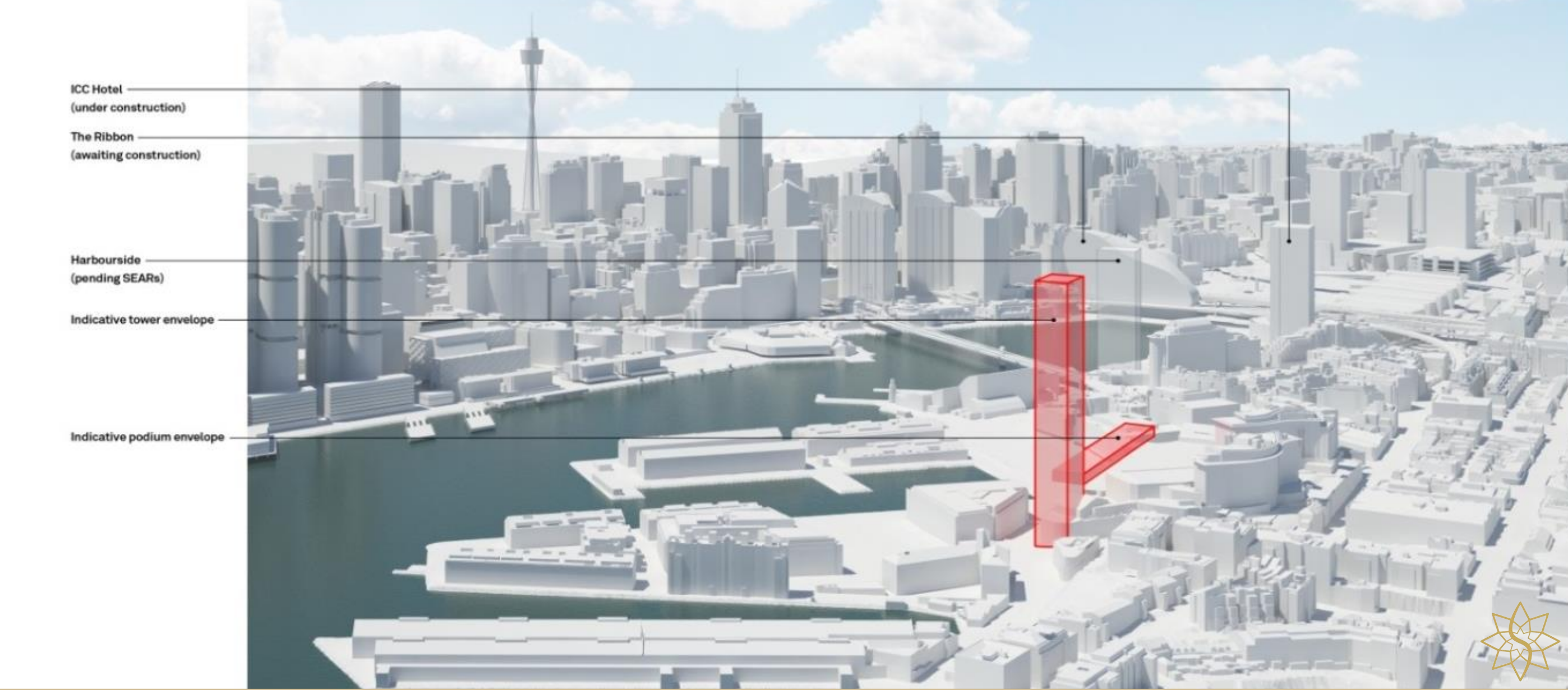
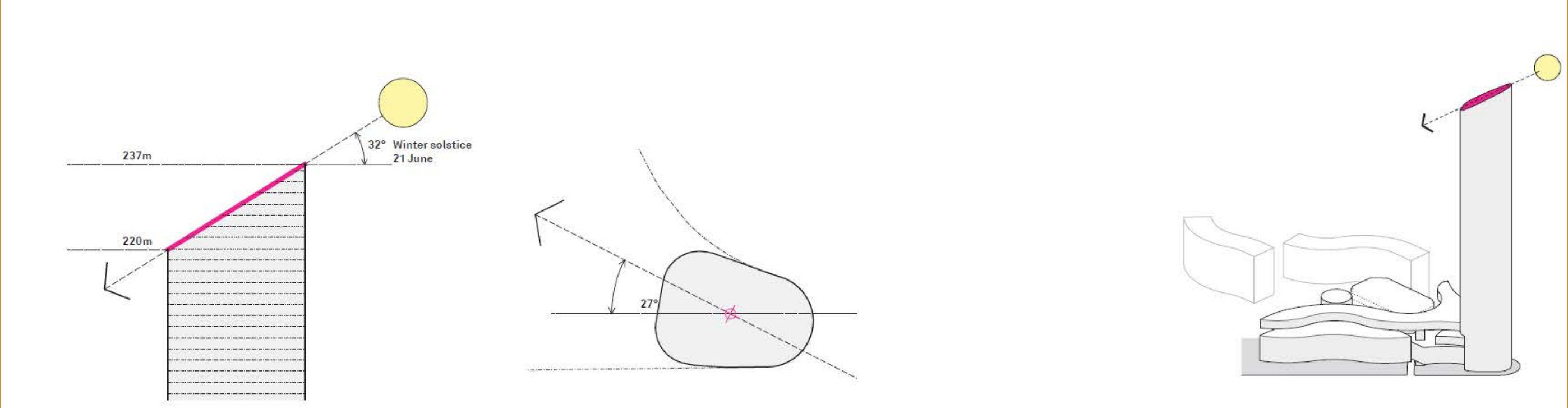
Sofitel, ICC Hotel



Design Excellence Process

- SEARs issued May 2016 setting out Assessment Requirements for a ***‘new hotel and residential tower, and alterations and additions to existing’***
- An Alternative Design Excellence Process was established as required by the SEARs:
 - Department of Planning and City of Sydney attended as observers and participated in the process. Each was engaged in the Design Excellence Process.
 - Department reviewed the brief with no negative comments provided.
 - Any subsequent concerns about inadequacies in the process were wholly unanticipated in the context of the above.

Design Excellence Process & Brief

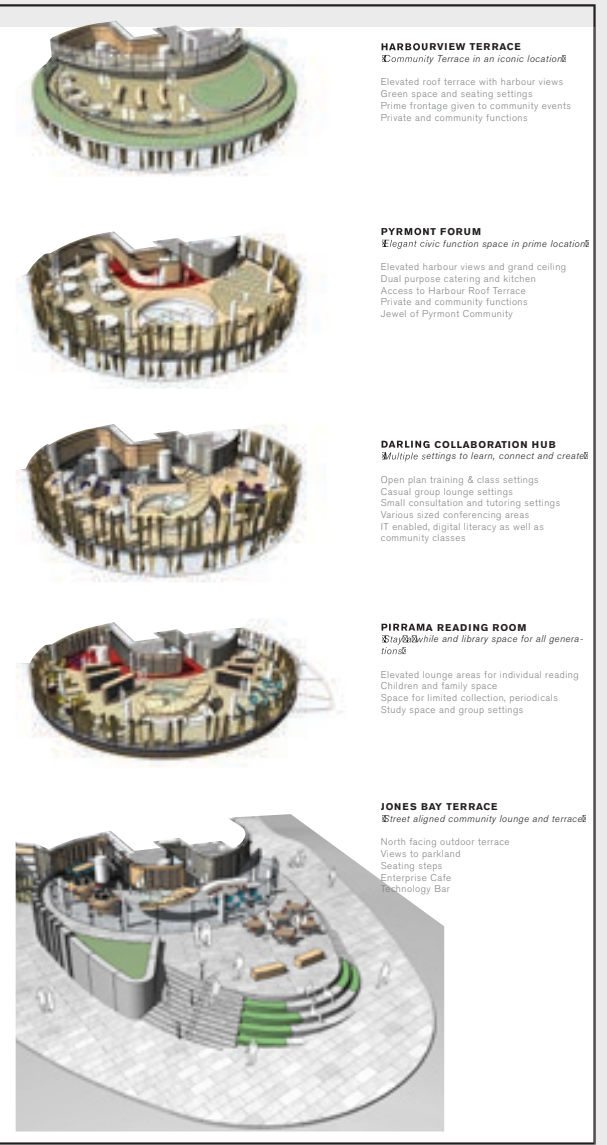
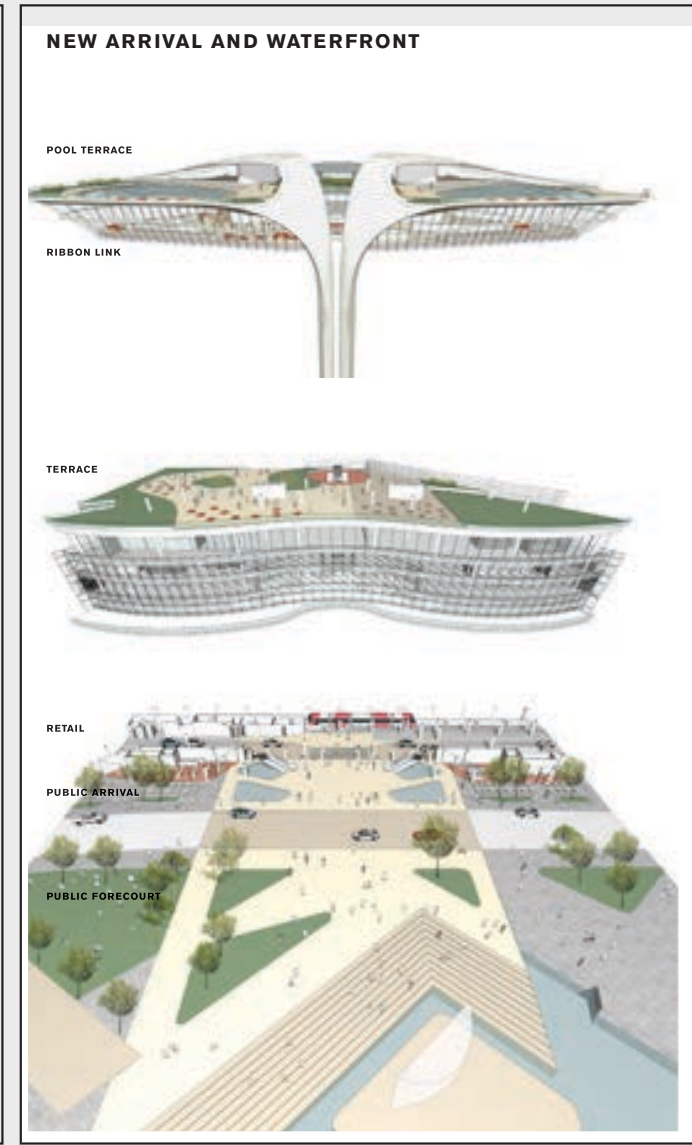
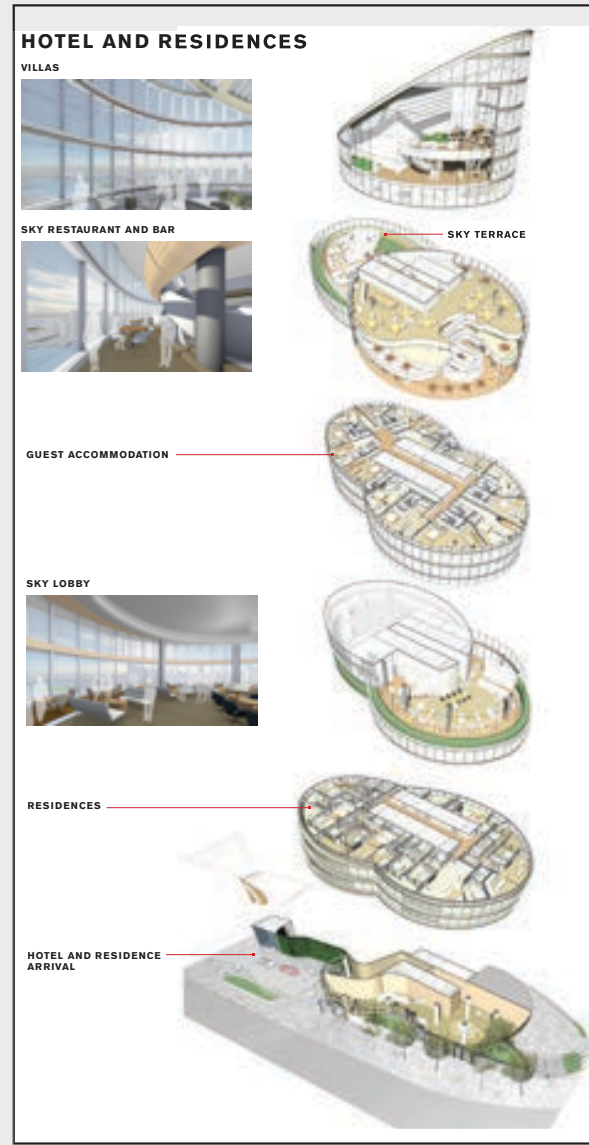
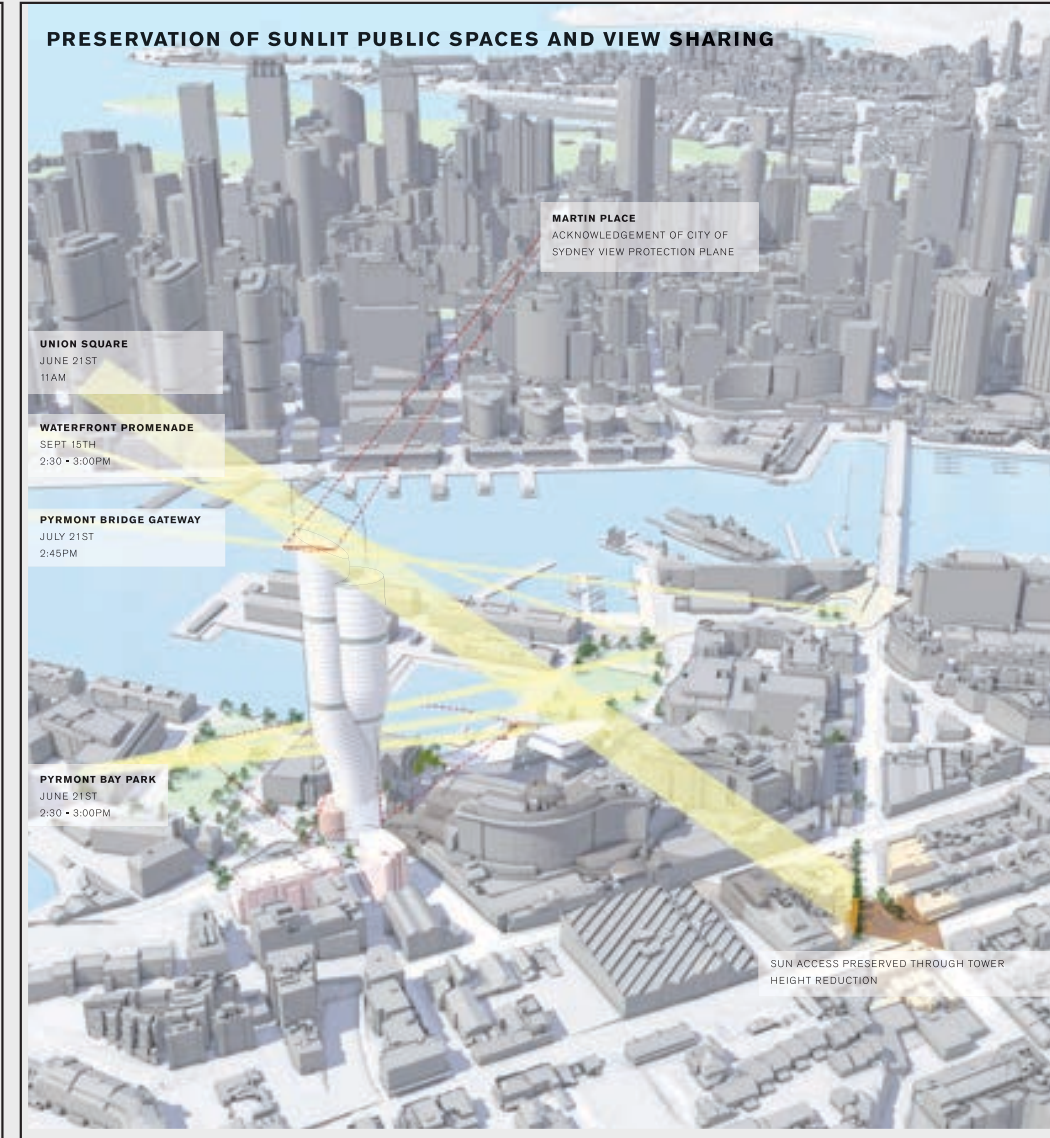
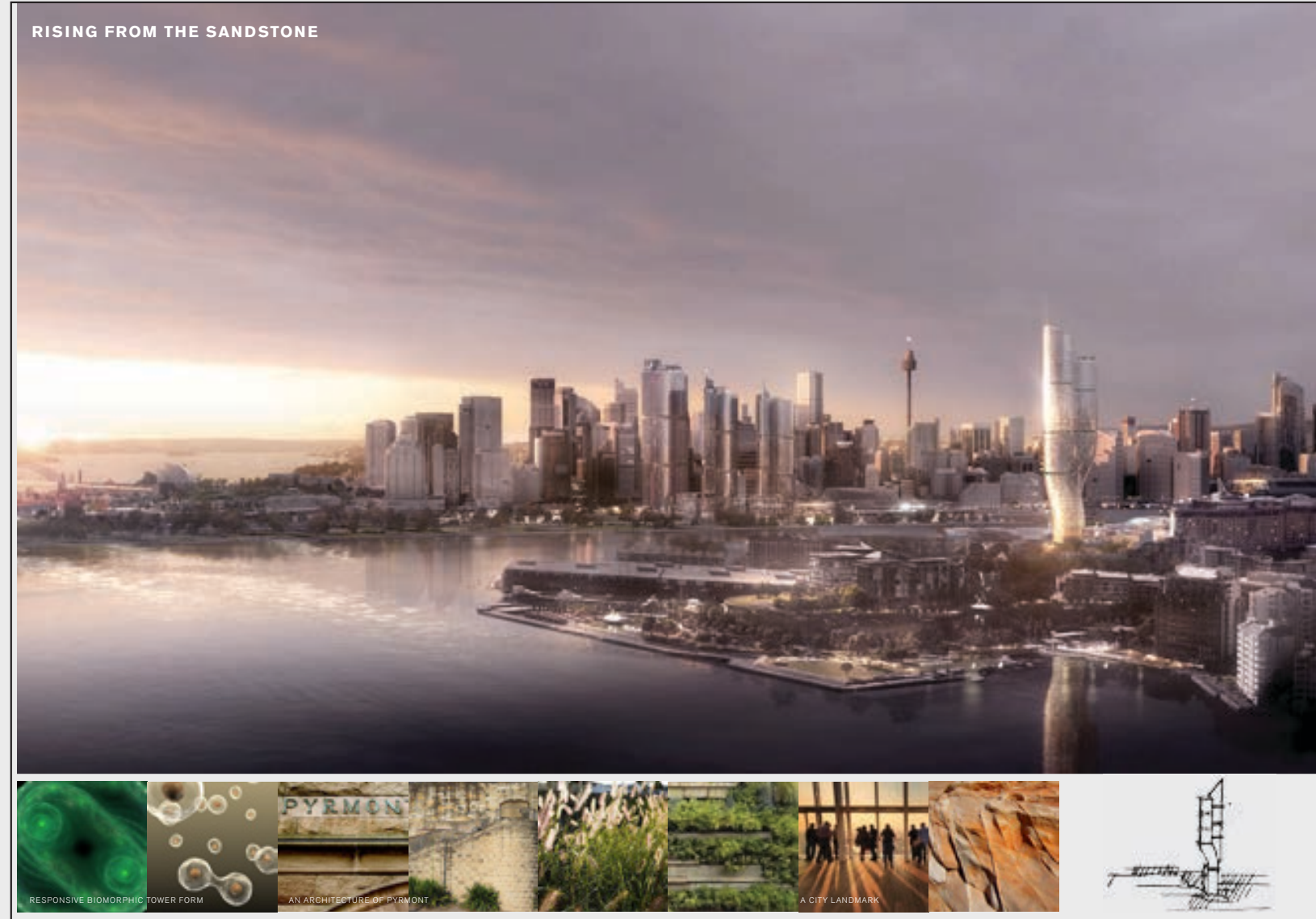


Extracts from Design Excellence Brief - June 2016

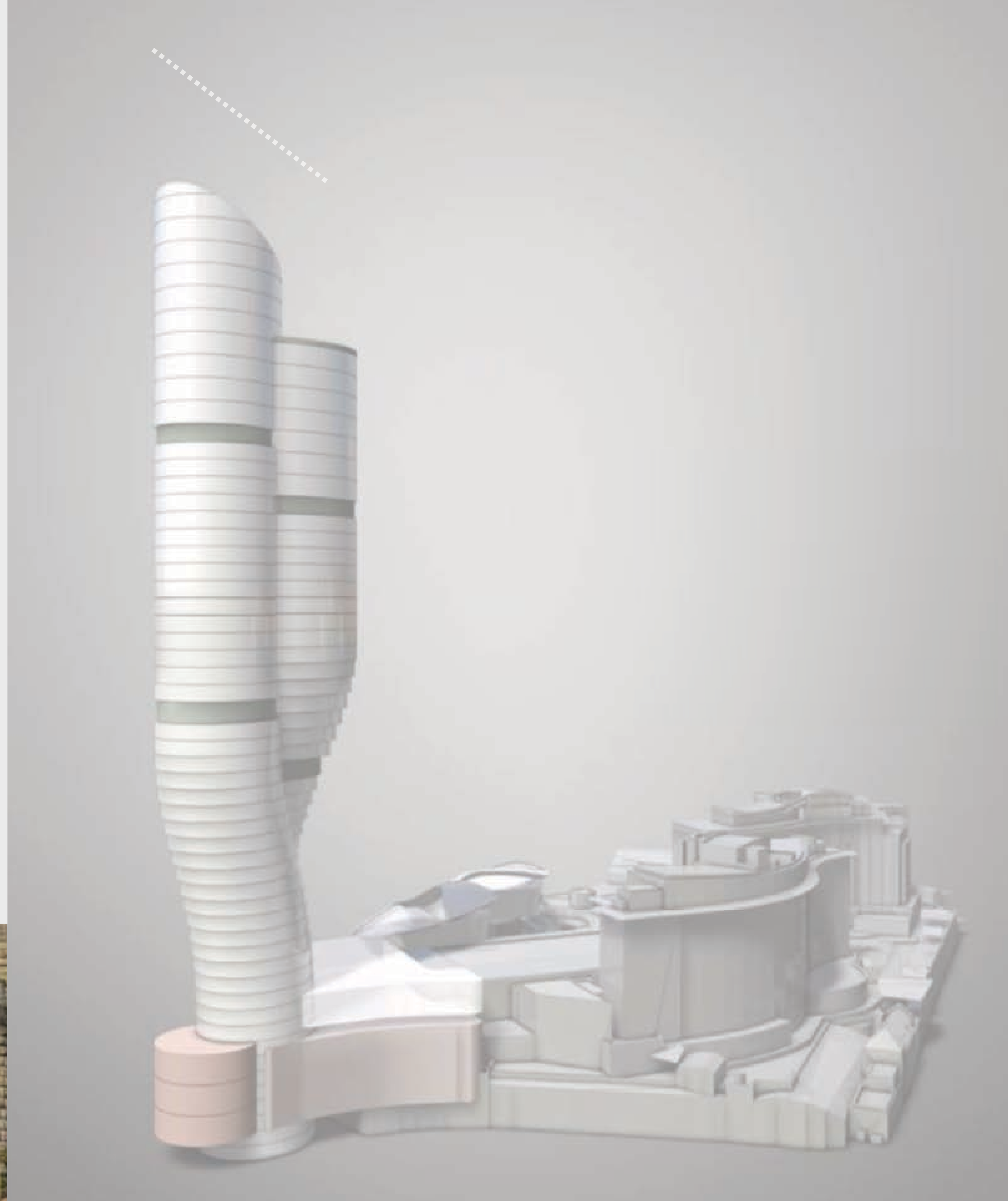
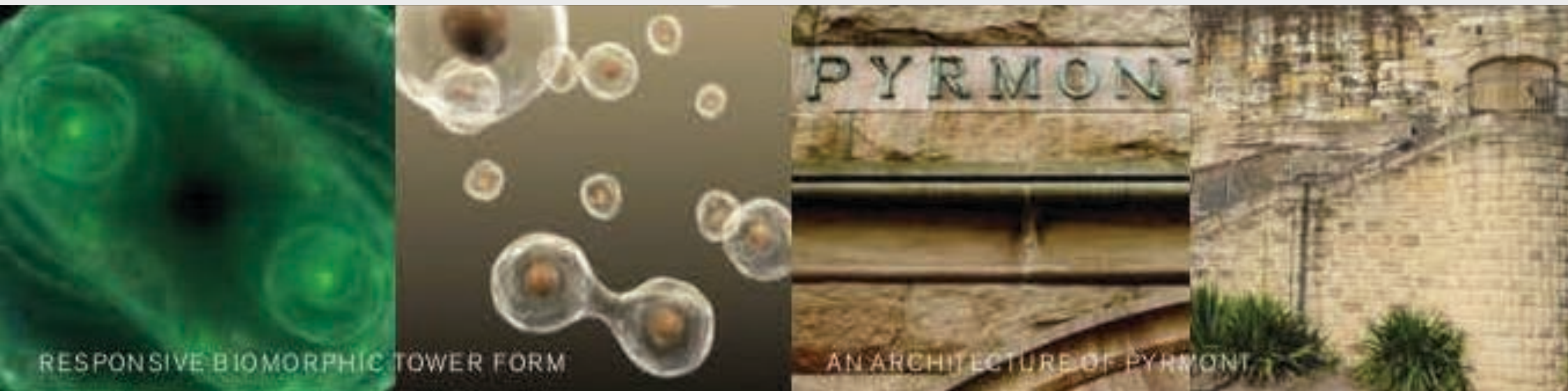
fjmt competition submission



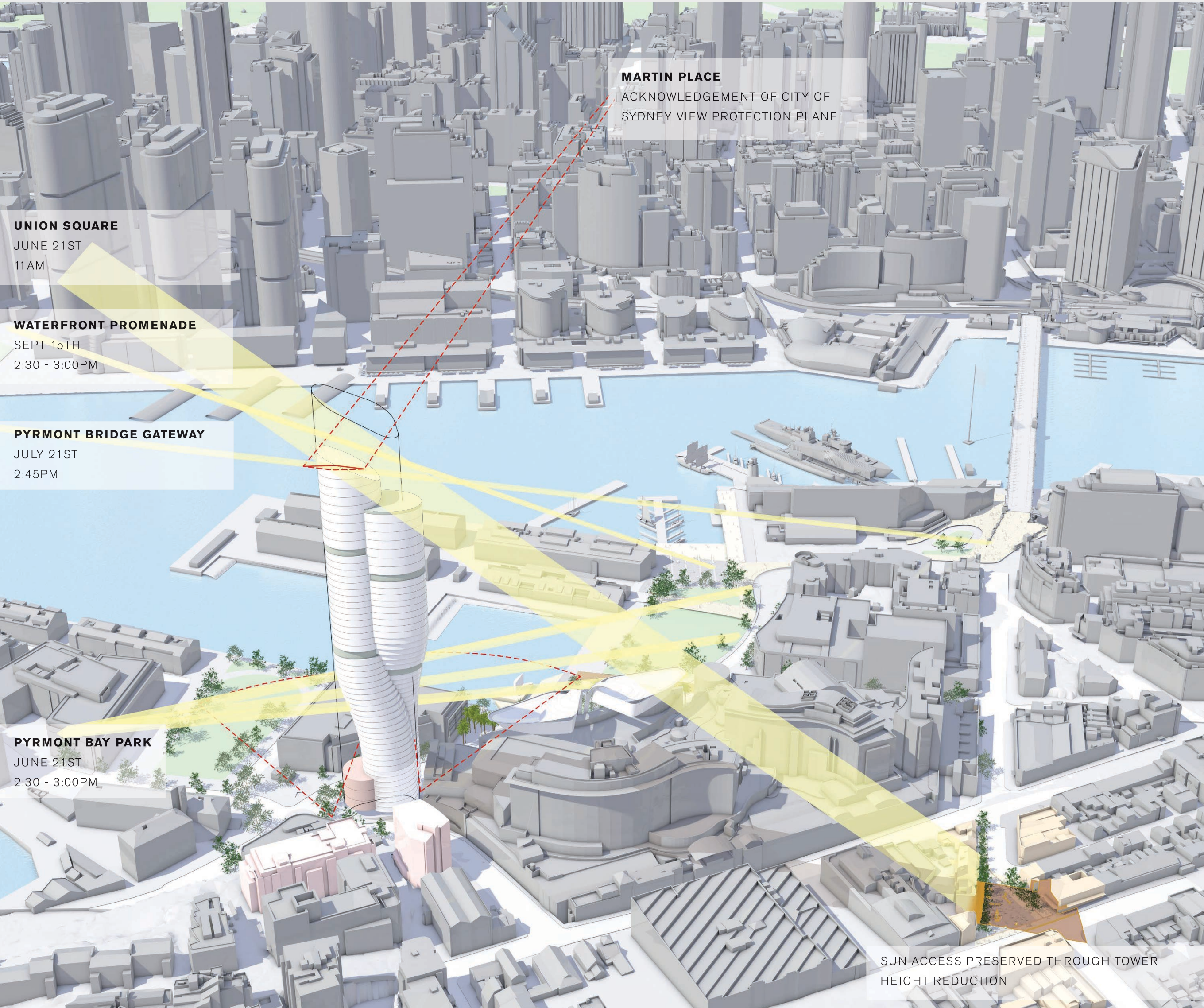
fjmt - Initial Design Excellence Competition Submission



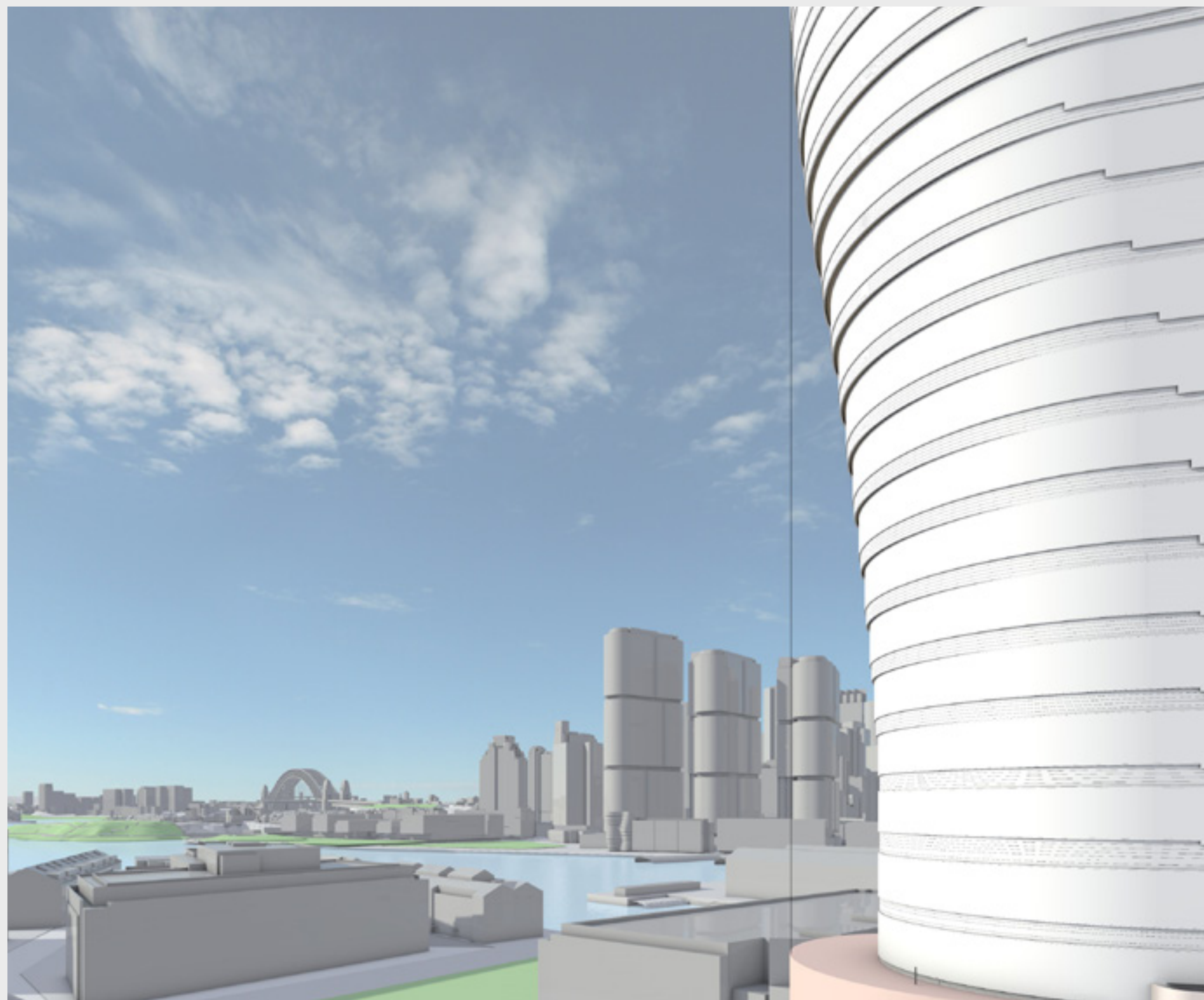
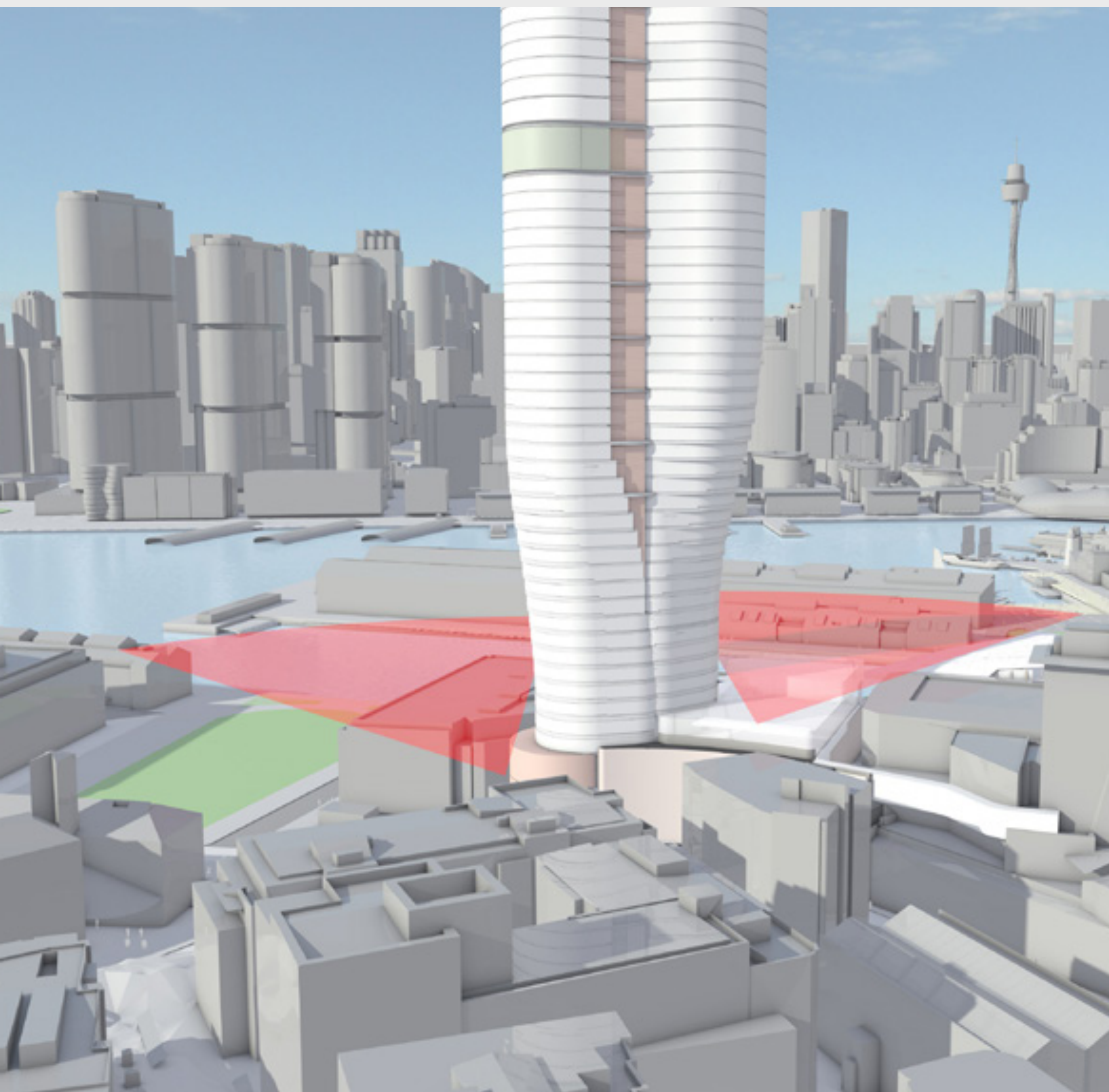
An Organic Design Response



Consideration of Solar Access



Consideration of views & wind



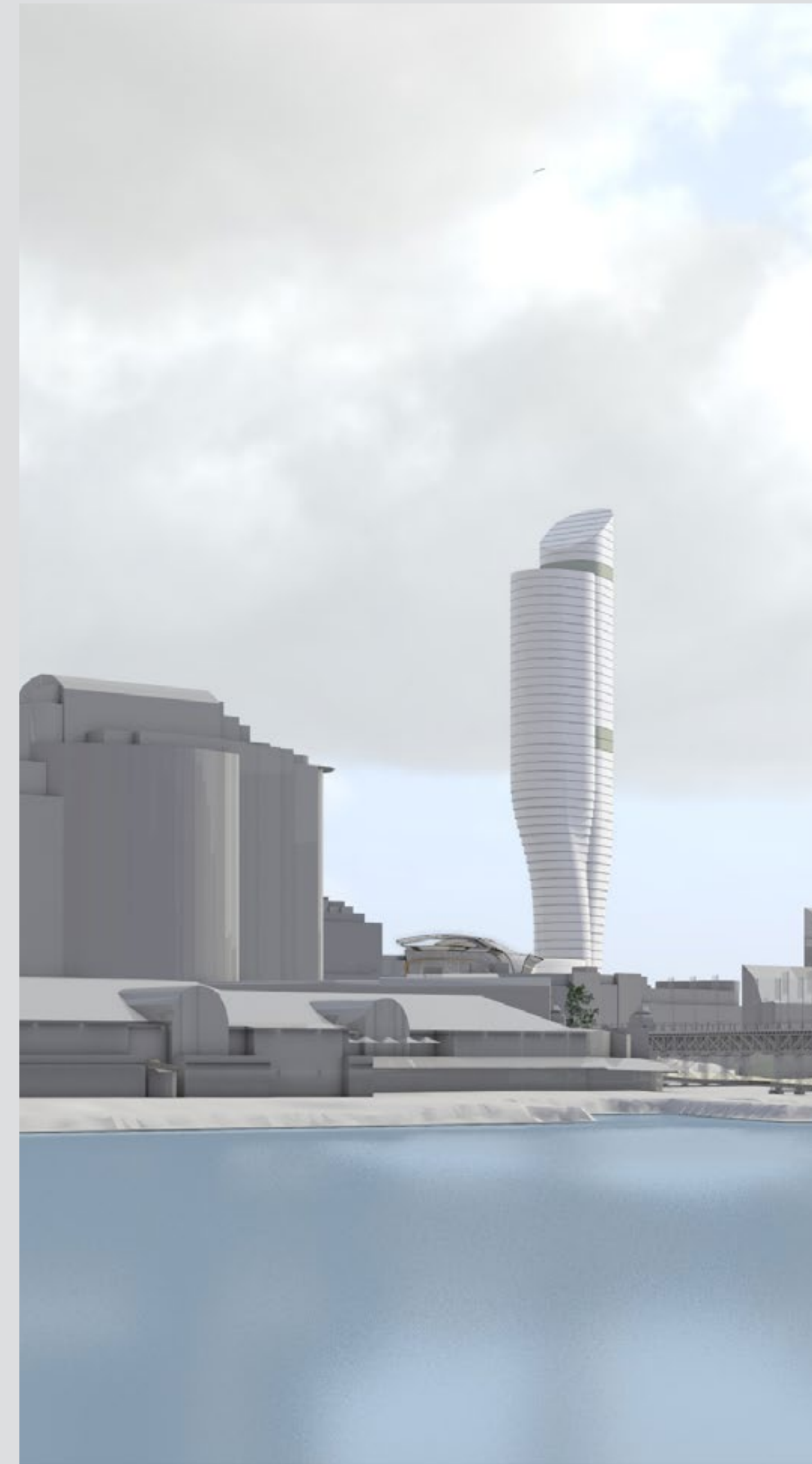
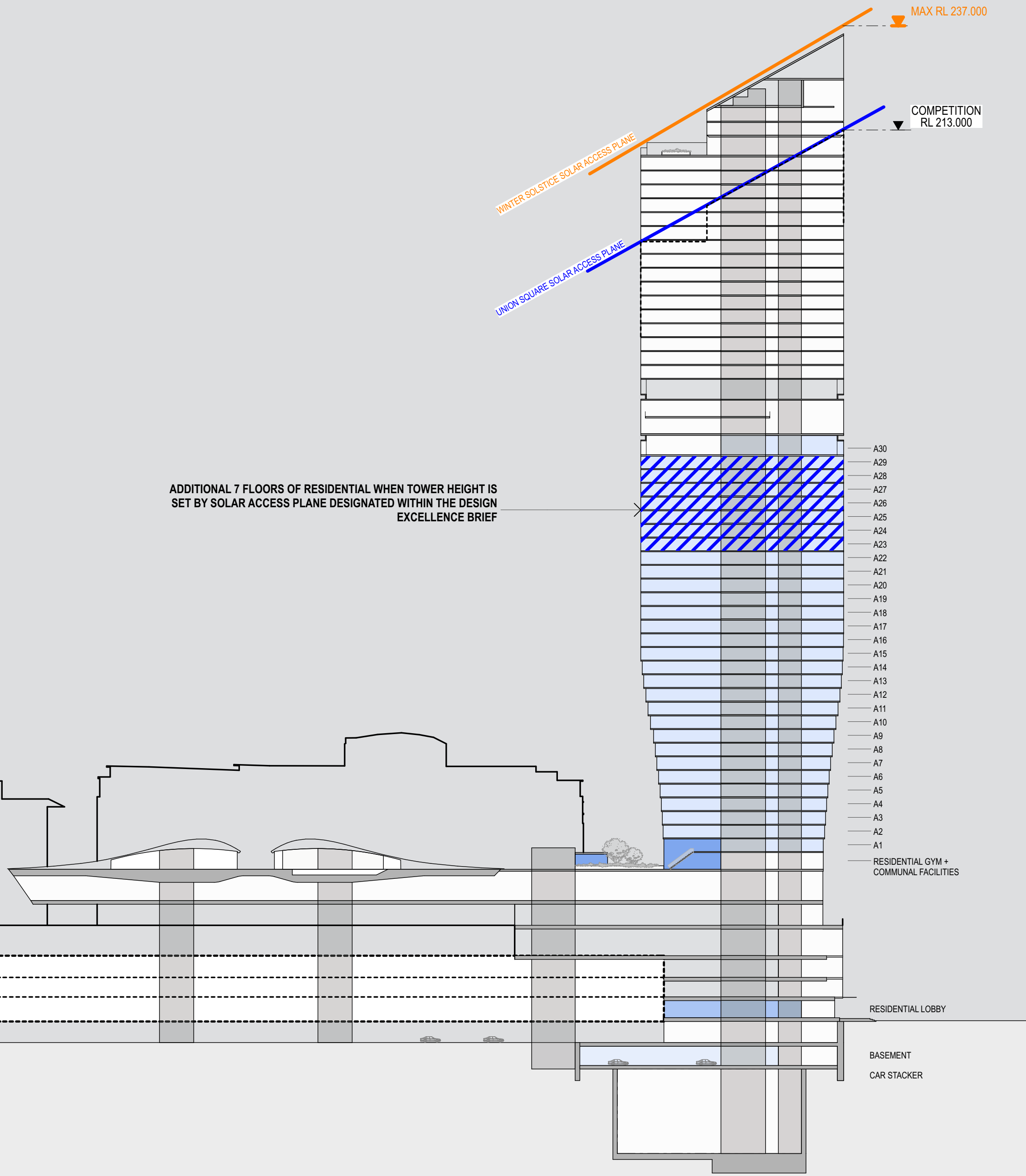
Design Excellence Height Study

“The Panel noted that all submissions were of a very high quality and capable of satisfying the project brief. Having regard to the competition assessment criteria, the Panel concluded unanimously that the FJMT scheme is the preferred design.

*FJMT presented alternative height approaches **with the Panel supporting the taller scheme which is considered to achieve more elegant proportions with negligible additional environmental impacts.**”*

(Design Review Panel, December 2016)

Design Excellence Height Study



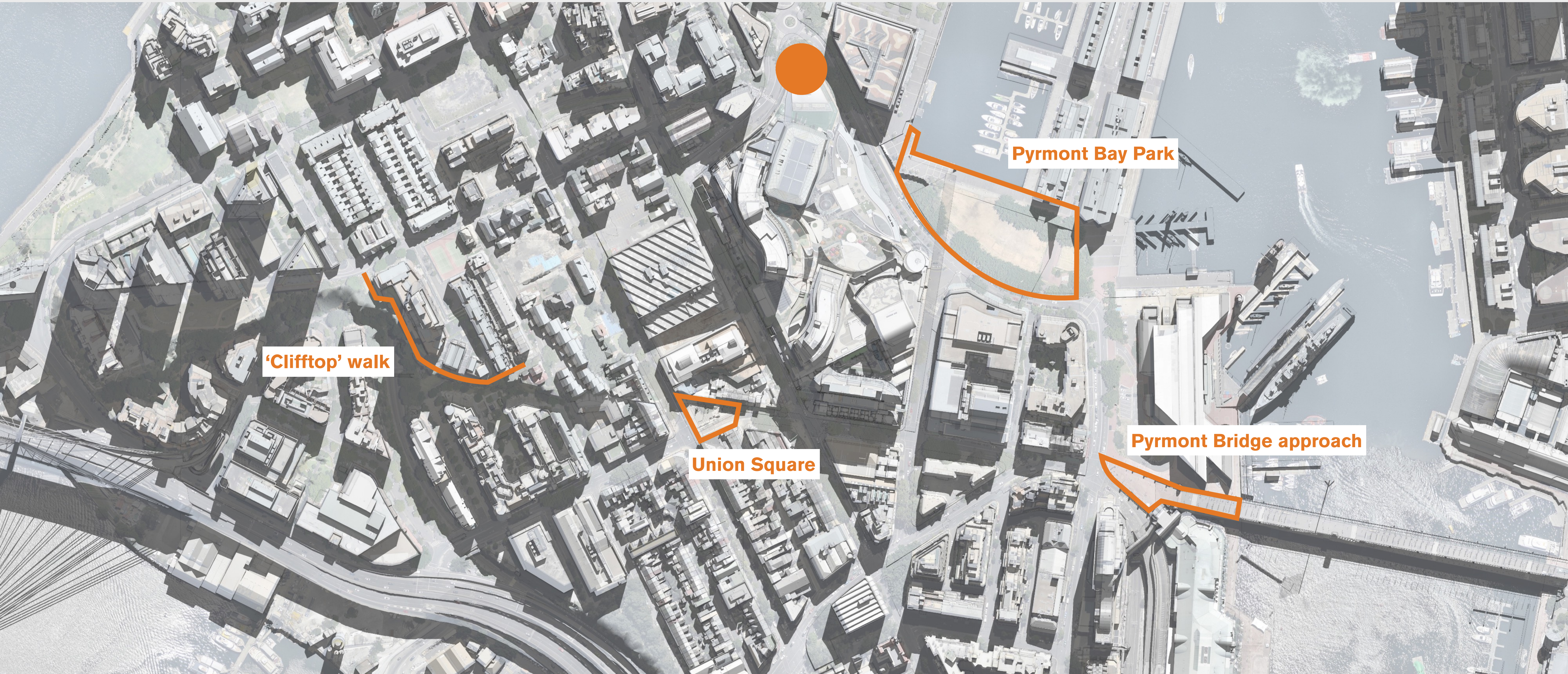
as initial submission



as Design Excellence Brief as adopted

Environmental Impacts

Consideration of Public Space



'Clifftop' walk

Union Square

Pyrmont Bay Park

Pyrmont Bridge approach

Environmental Impacts

Consideration of Public Space

*“Having carefully considered the Solar Study, together with Council’s comments, the Department considers the impact of a tower on **Union Square** is **moderate**...*

(The Department, 2019, Page 55)

*“The Department considers overshadowing impact on **Pymont Bay Park** is to be **minor** ...”*

(The Department, 2019, Page 56)

*“The Department has carefully considered the submissions and the Proponent’s solar analysis and considers the overshadowing to **Pymont Bridge** is **minor** ...”*

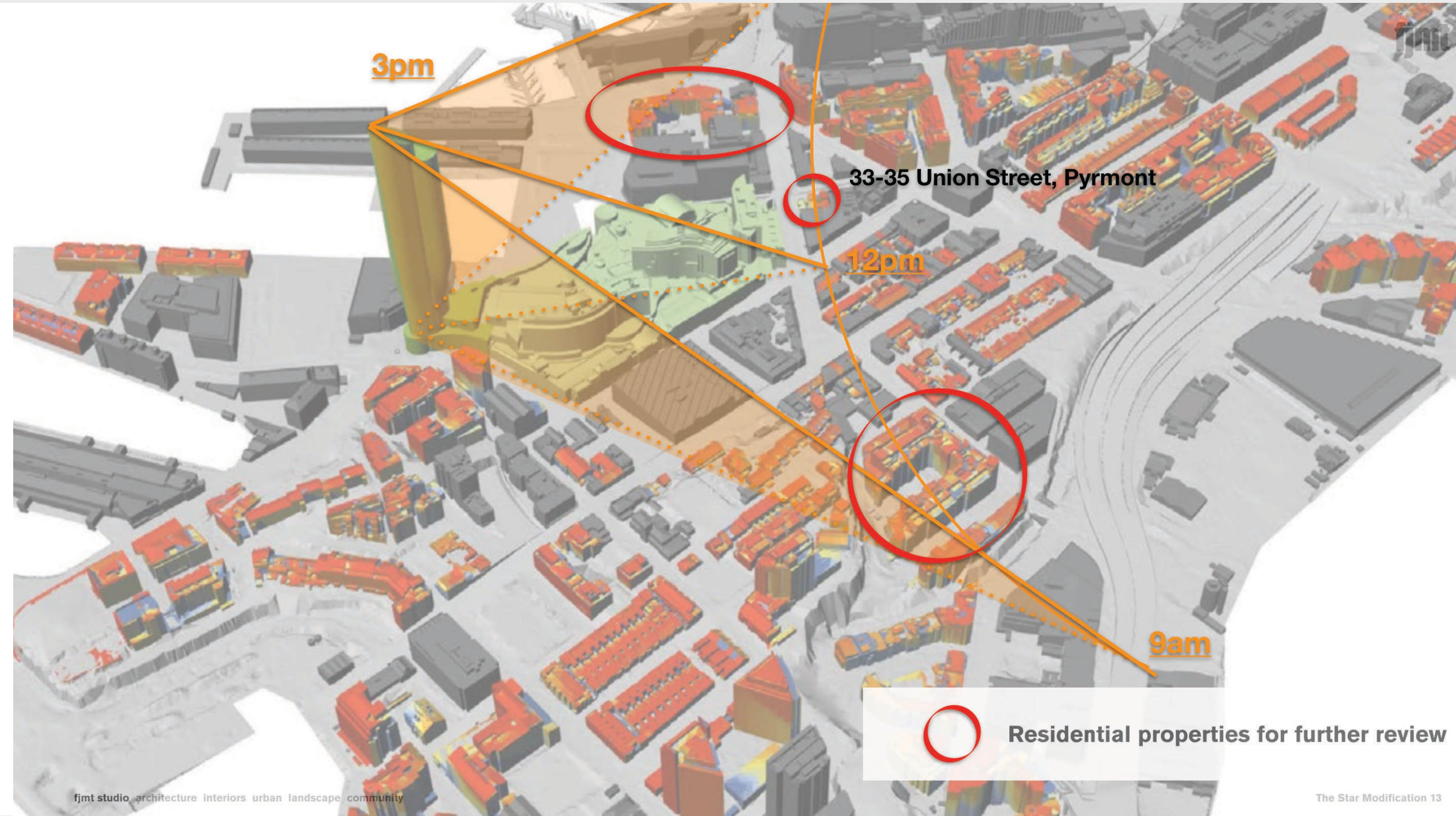
(The Department, 2019, Page 57)

*“The Department considers the minor overshadowing to this short section of **Clifftop Walk** is **minor** ...”*

(The Department, 2019, Page 58)

Environmental Impacts

Consideration of adjacent Residential Properties



Environmental Impacts

Consideration of adjacent Residential Properties

In regard to Shadow Impacts to adjacent Residential Properties the Department's Assessment Report concluded that:

*"The Department has carefully considered the potential overshadowing impact on nearby affected properties and considers, on balance, the proposal to be **acceptable**"*

(The Department, 2019, Page 60)

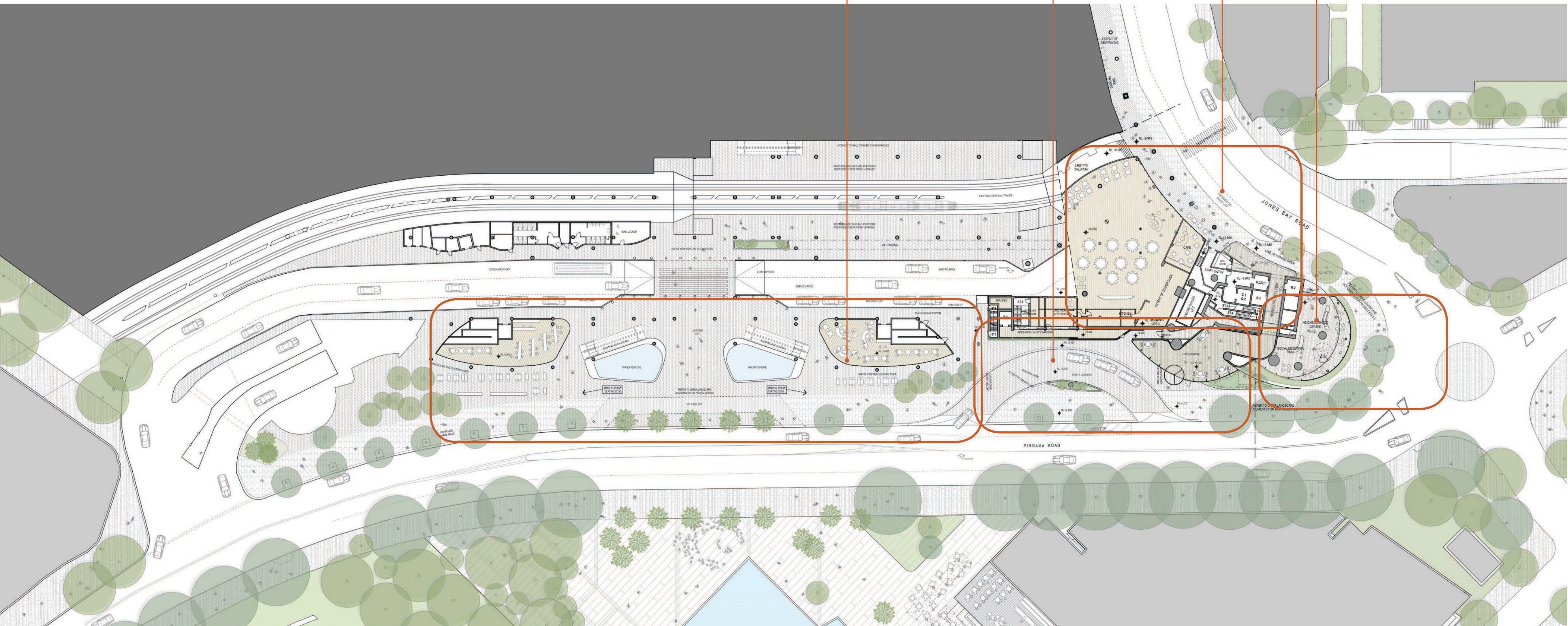
Ground Plane

Public Entry , Boulevard, Activation and Park

Hotel

Residential
Local Cafe and F&B

Public /Community



The Ribbon



Hotel Porte Cochere



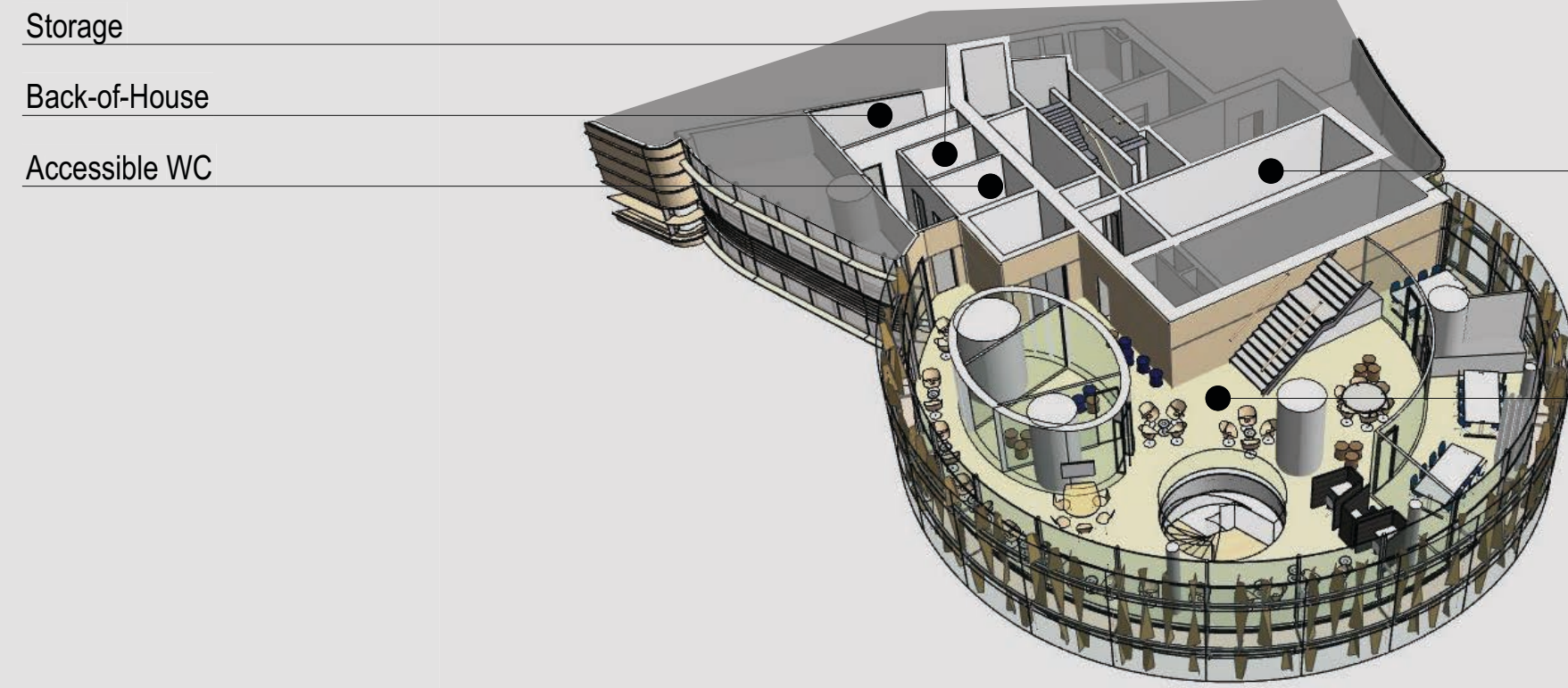
THE RITZ-CARLTON



Neighbourhood Centre



Neighbourhood Centre (~1700sqm)



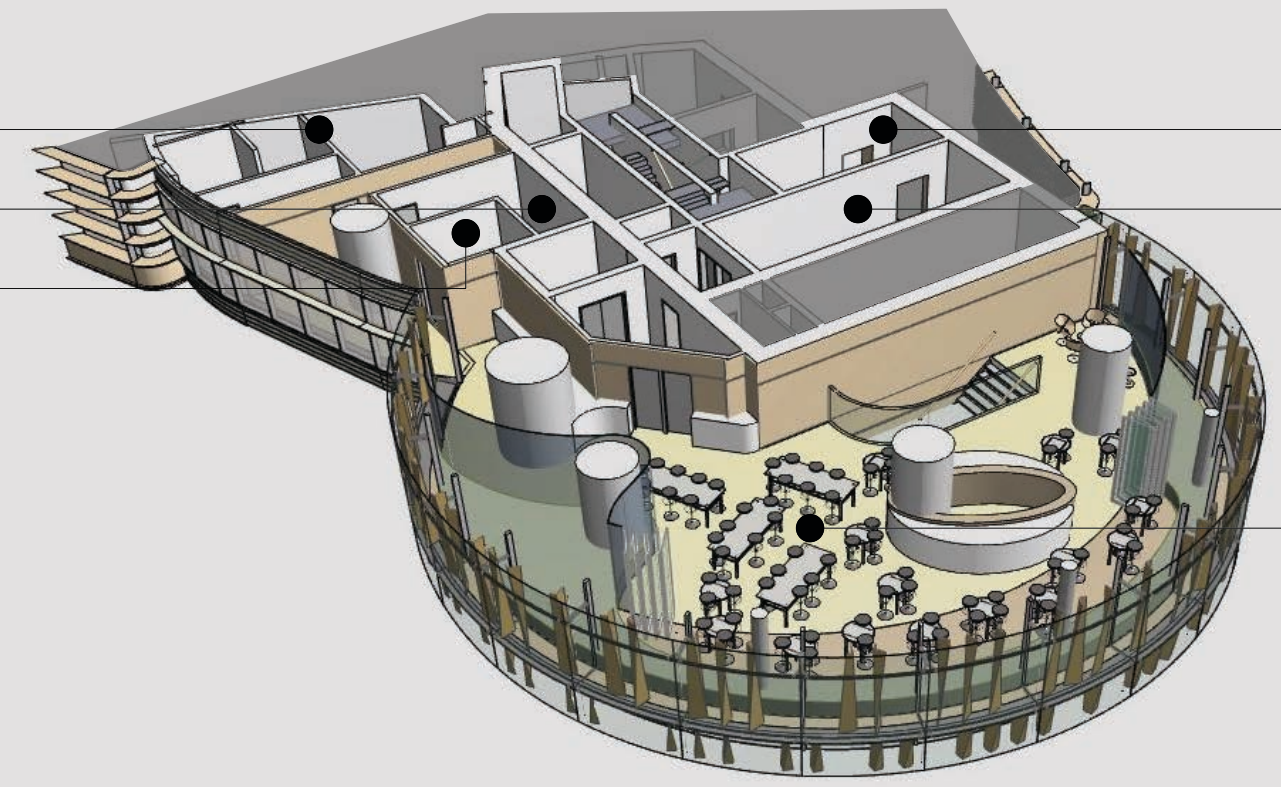
Darling Collaborative Hub
Level 02

Back-of-House

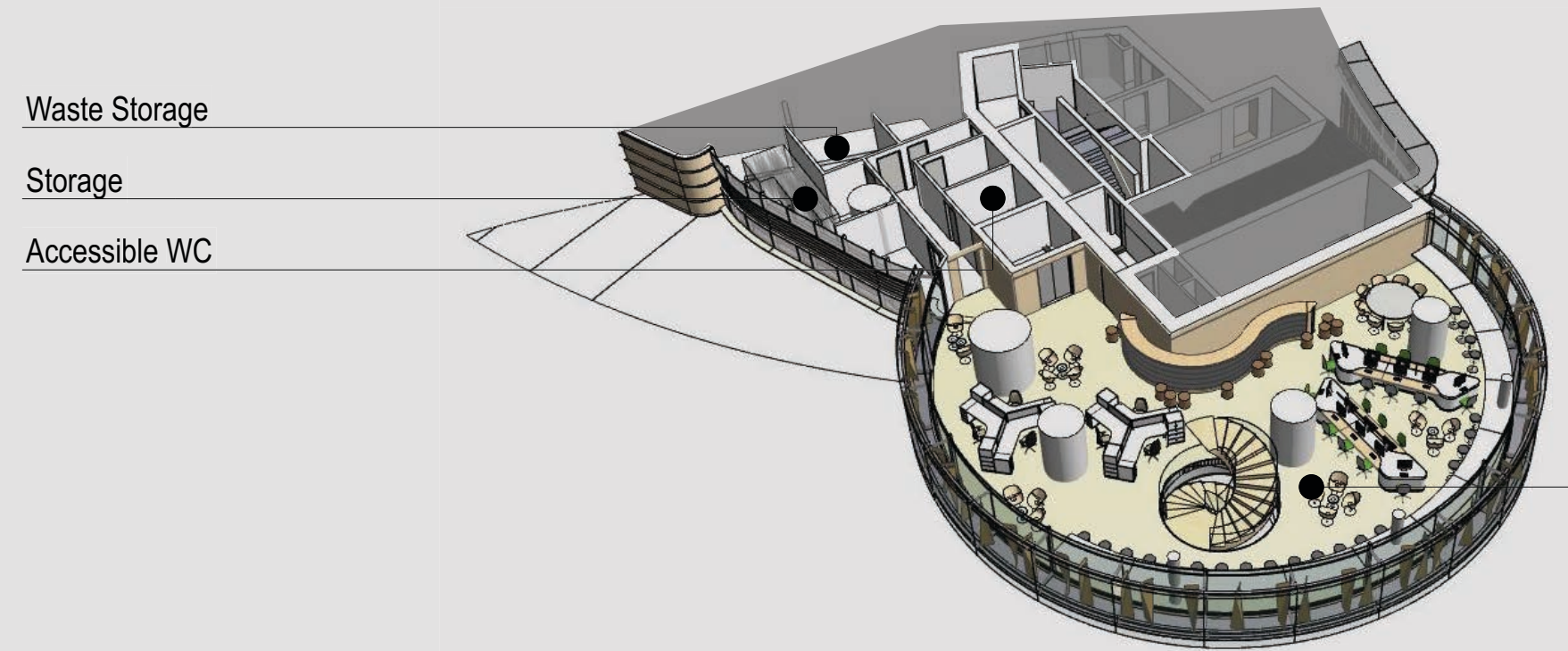
Male / Female WC

Storage

Accessible WC



Pyrmont Forum Wintergarden
Level 04

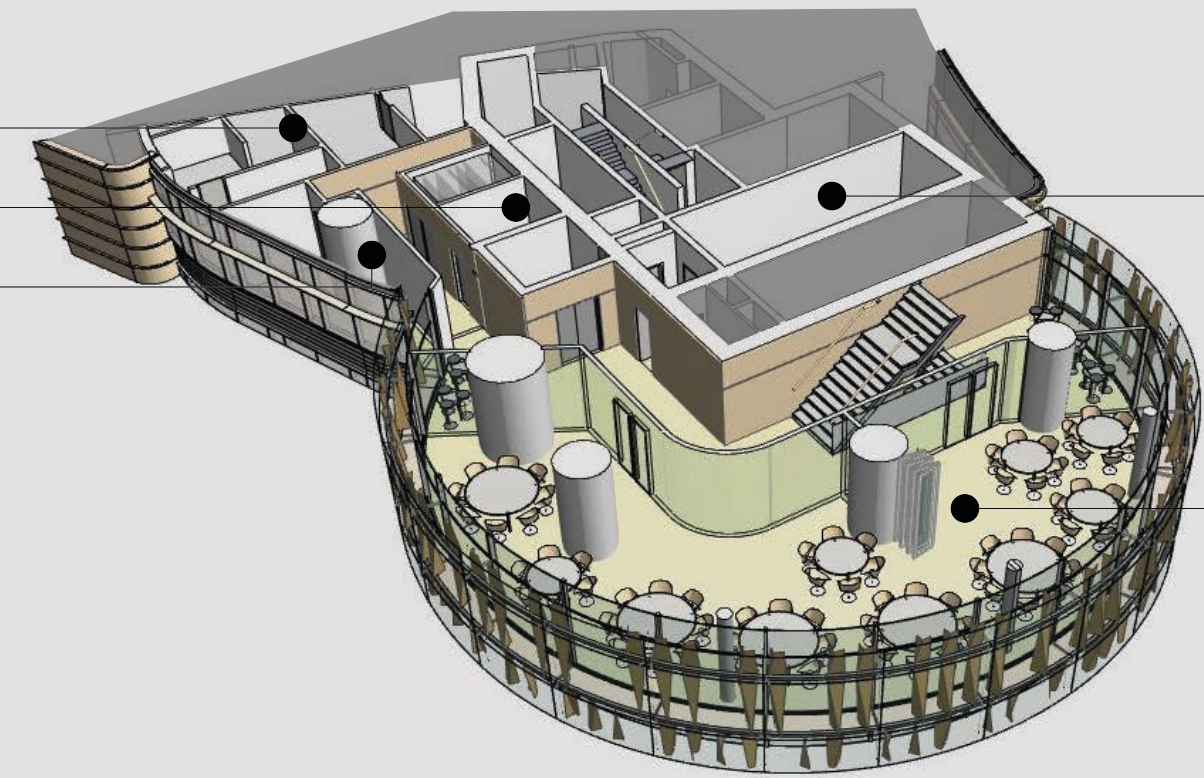


Pirrama Reading Room
Level 01

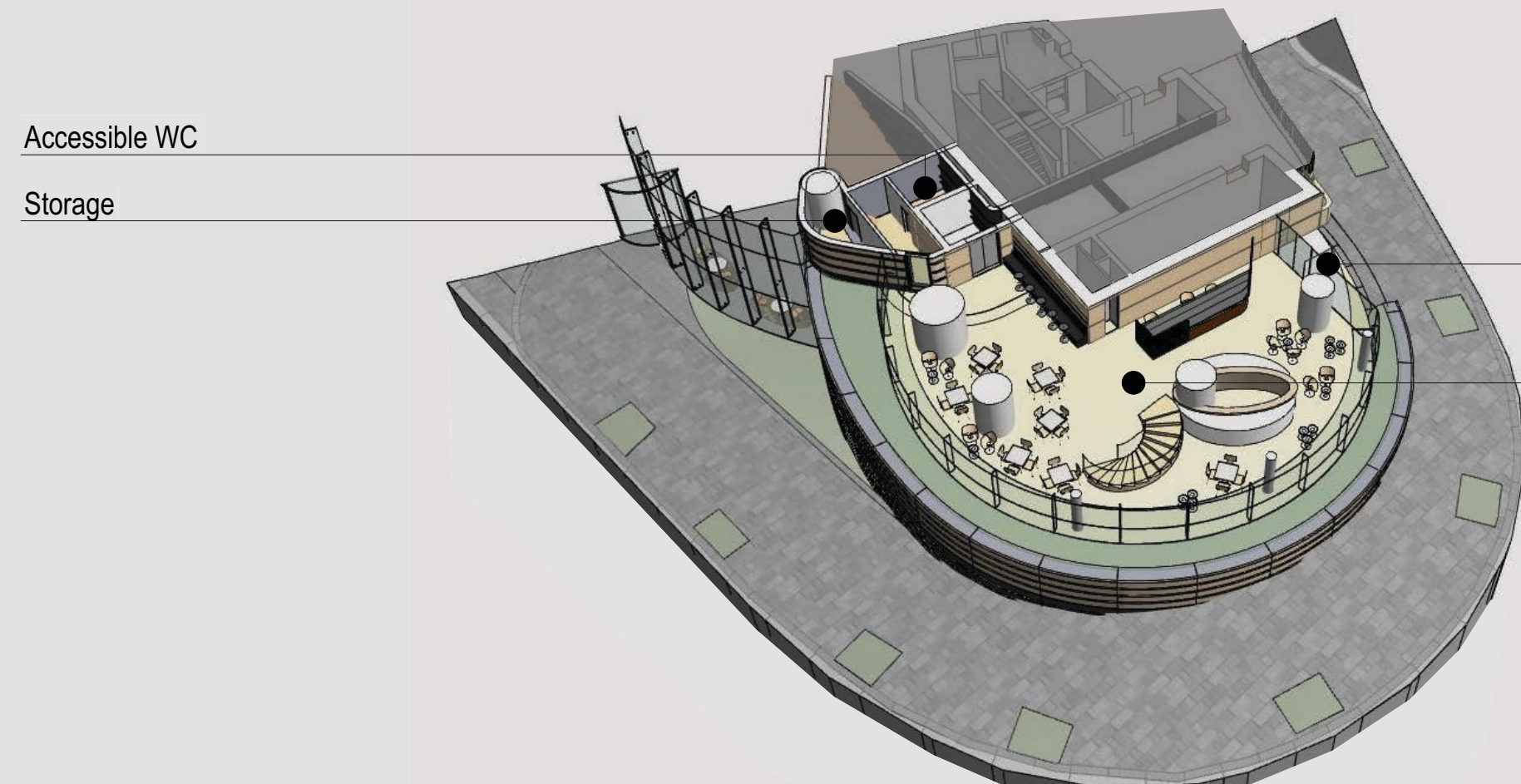
Male / Female WC

Accessible WC

Storage



Pyrmont Forum
Level 03



Social Enterprise Cafe
Level 00

Entry

Key Community Submissions

- Visual
- Wind and
- Traffic



Visual Impact

Architectus on behalf of the Proponent undertook:

- Visual Impact Assessment (VIA) (EAR Appendix H); and
- VIA Addendum VIA as part of the RtS (RtS Appendix Q).

The methodology for this assessment was developed based on experience with relevant planning principles for view assessment established by the New South Wales Land and Environment Court and the SEARs. It included both:

- A merit-based assessment; and
- An assessment of environmental impact.

Additional view analysis of private residences was also undertaken following public exhibition of the Proposal.

Key Community Submissions: Visual Impact

The Visual Impact Assessment concluded:

- *'Based on assessment against all relevant standards and guidelines, it is considered that the overall visual impact of the proposal on public and private views, including cumulative impacts, is acceptable.'* (Architectus, 2018)

The Peer Review concluded that the Architectus VIA:

- *'demonstrates best practice in its assumptions, methods and conclusions'* (Dr Richard Lamb, 2018).

Peer Review of the Department's Assessment Report:

- *'...subjective opinion on the subject of visual impact in the IADA (Department Independent Urban Design Expert) are not supported by any demonstrated methodology of assessment or clear justification'* (Moir, 2019)



Wind

CPP on behalf of the Proponent undertook detailed Pedestrian Wind Environment Assessment including:

- Pedestrian Wind Environment Assessment (Appendix FF of the EAR); and
- Amended Pedestrian Wind Environment Assessment (Appendix BB of the RtS).

The Assessment examines the impacts of wind on the pedestrian environmental within the site and the public domain.

Recommendations were made to provide wind mitigation measures into the design.

These design changes were incorporated into the design by inclusion into the Architectural Drawings.

Key Community Submissions: Wind Effects

The Wind Assessment concluded:

- *“In consideration of all the above mentioned, The Star MOD13 redevelopment as documented in this DA application will have a limited environmental impact on the ground plane from a wind perspective.”* (CPP, 2018, page 26)

The Department's Assessment Report:

- *‘if it was determined that the project should proceed it is likely to have acceptable wind impacts for pedestrians within and around the development’* (The Department, 2019, Page 60).



Traffic, Car Parking and Access

- Upgrade of finishes to light rail station and surrounds.
- No reliance on a future Metro.
- Relocation of existing taxi-rank from Jones Bay Road to a new service road within the site to reduce external queuing.
- New Pymont Street carpark entry and exit, to redistribute access to the site and reduce pressure on event days.
- Additional car parking for 220 cars at basement to provide adequate parking for the residential use.

Key Community Submissions: Traffic

The Traffic Impact Assessment concluded:

- *'...that the proposed development will have a limited environmental impact, during construction and operation...'* (Mott MacDonald, 2018, page 102)

Transport for NSW (TfNSW) reviewed the Proposal as part of the RtS and recommended draft conditions to the Department (TfNSW, 2018).

A subsequent response from TfNSW was received by the Department following notification of the RtS where they reiterated their recommended conditions for approval.



Public Benefit Offer

Analysis undertaken during the Design Excellence Process found that there was a need for community space in Pymont.

The submitted Proposal made a commitment that the facility would be available for use by the community for 30 years.

An amendment to the Proposal has been submitted to the IPC which extends this offer for the remaining 76 years of the lease held by Star Entertainment Group Limited over the site.

For the life of the lease, this equates to approximately \$80M in today's value to the community (excluding construction and fit out).