

Pymont Peninsula Place Strategy (PPPS) Sub-Precinct Masterplan & Implementation

Thank you for ensuring time was given to read and scrutinise this important exhibition's voluminous documentation.

NSW Government Infrastructure

Infrastructure program needs community input. Recommend a steering committee to include community representatives to provide input into development contributions.

Social and Affordable Housing, Special Infrastructure Contribution, social housing, the seven Public/Affordable Housing sites identified as 'capable of change' should be retained in public ownership specifically and solely for that purpose. Sydney witnessed the distress and disruption of people's lives when the Sirius purpose-built public housing development was sold, and the residents dispersed from their homes and community. The City of Sydney should **strongly reject** any such proposition in setting land uses in the new LEP for Pymont and Ultimo.

We **support** the recommendation from The City of Sydney to increase support for the public and affordable housing scheme from 5% to 25%. Updating the Affordable Housing Program will provide adequate housing in Ultimo and Pymont for nurses, police, teachers, ambulance, fire, carers and delivery to community and city support staff (cleaner). We need to provide accommodation close to where these people are employed.

Public benefits, we **oppose** the use of affordable housing levels at a levy of 1%, rather a 12% levy, (DIPE proposal of The Star) is **supported**. Along with payment of annual contributions for the Metro and other State contributions be directed towards the development of a new Pymont/Ultimo high school and a new Pymont/Ultimo Police Station on the Metro site.

Transport, we **support** community consultation when reviewing and developing new bus routes to ensure they enhance the connectivity of the Peninsula and meet the needs of the community.

We **support** a new bus route from Rozelle to Green Square Station, via Harris Street and Regent Street, with a frequency of at least 6 services per hour. A high priority is the provision of a new bus service linking Pymont, Ultimo, UTS, Broadway Shopping Centre, University of Sydney, RPA Hospital, returning via Glebe and the Sydney Fish Markets. As this is a known large gap in service supported by community groups.

We **support** the reinstatement of the 389 bus service route's termination point at the Australian National Maritime Museum, for a link to the ferry stop at Pymont Bay and the Light Rail service. And **greatly support** a bus stop on York Street, as there is no longer a stop from Ultimo to Town Hall, Park Street in the City.

Education, we **support** the deliver on much needed education facilities in the area, a high school in the Peninsula has been called for by increased population for over a decade.

We support the redevelopment of the site of the **Maybank Community Centre** as a regional Community Sports and Recreation Centre with the roof developed as a public park with deep soil native flowering canopy trees, bird boxes and beehives. Plus, the installation of a roof outdoor public fitness hub.

We do **not support** either the **Ultimo Community Centre**, 40 William Henry Street Ultimo (item 30) or the **Powerhouse Museum**, 500 Harris Street Ultimo (item 36) being identified as sites capable of change. These sites are City of Sydney Council led and are extremely well used Council facilities for the community and public for cultural needs.

The **Harwood Building** is an essential part of restoring the Powerhouse Museum to its former glory. The Harwood Building must be retained as the Museums collect storage facility and back office. We do **not support** development above or the redevelopment of the Harwood Building.

We **support** the extension of the **Goodline**, if it does not affect the Powerhouse Museum site, which should remain intact.

Currently, parking station signage, Casino or Fish Market signage take significance approaching and in Pyrmont and Ultimo. We **support** the PPPS Sub-Precinct Masterplan and Implementation to include village signage, Welcome to Pyrmont and Welcome to Ultimo. And the reinstatement of past or nearly gone warehouse and historic building signage, such as Australian Termite Company Ltd signage on the Jones Bay Road side of 12 Pyrmont Street warehouse.

We **support** Peninsular wide increase in access to public drinking water (water bottle fillers and dog/pet water) as rising temperatures are unavoidable with more development. In consultation with community and relevant authorities to determine suitable locations within the broader Pyrmont Peninsular.

No work has been done to show intent to improve access to Public Health / Medical in the Peninsula, it needs to dramatically increase in direct correlation to population increase.

Helicopters landing on tall buildings across Pyrmont is **not supported**, they should run over Darling Harbour and to Hospital Helipads.

We **recommend** the **Special Infrastructure levy** from The Star, funds to be directed for the benefit of a local infrastructure contributions plan, developed by the City of Sydney in partnership with representatives of the community and the Pyrmont Ultimo Chamber of Commerce. For the current and future population of Pyrmont Peninsula.

We **support** a reduction in the maximum height of the **Metro on the Union Street** site tower to a maximum of RL90, to respect the heights of the existing buildings to the South which are not identified as 'capable of change'.

We **request** a tunnel from the Metro extending to the vicinity of Fig Street to serve the commuters on the southern end of the Peninsula.

We **support** the Metro Site W having a maximum height of RL 37.75, not higher to sit comfortably among the adjacent buildings of similar height.

Blackwattle Bay, we submitted a response to the Master Plan and maintain our **objections** to the proposed building height and form of the building towers and suggest that the proposed upper height limit does not align with the PPPS, Direction 2. As the proposed building form and public domain is not sympathetic, nor does it enhance the character of the area. We maintain that the 10m wide promenade proposed is too narrow to be world class, it should be at least 30m wide and a minimum of 20m wide. And **strongly support** for the public benefit, current large deep soil canopy trees need to be retained and many more native flowering trees and ground cover planted.

We made a submission for the **Harbourside** development and maintain our **objections** that the proposed podium and tower will result in a massive and unacceptable increase in development compared to the existing low-rise building.

UTS, the proposed Indigenous residential college at this early stage of its design process showed the development to be an excellent addition to UTS and our community. The community should be consulted on any further development on this site.

We continue to **oppose** the height of **The Star** Key Site development (**North tower**) with its proximity to the Peninsula foreshores and visual impact it will have from vantage points around the Harbour. It does not meet the criteria in Direction 2 of the PPPS. North tower 110 RL, overshadowing impacts are not minor and certainly are not acceptable!

The North tower visual impact assessment, which identifies, describes and assess the potential visual impact of the proposal and significant loss of direct access to sun light is not acceptable and does not mitigate through planning framework or conditions of development consent any relevant balance or relevant considerations [REDACTED].

Our **objection** to the imposing presence of the **Star North Tower**, is not an assessment based on views, rather access to direct sun light for the health of heritage buildings and [REDACTED]. Local Heritage/Environmental controls need to apply to 80 Pyrmont Street [REDACTED].

We **strongly object** to the concept of '**sites capable of change**', they risk ruining Pyrmont and Ultimo's success by massively densifying the Peninsula.

We **oppose** the introduction of the '**Transition Zones**' which allows building heights up to RL90 on the basis that such heights in these sub-precincts will compromise sunlight, privacy, view, heritage, and public open space. This Zone was not identified explicitly in the Cabinet approved PPPS and therefore we question the validity of inclusion of this new element within the Implementation recommendations.

We **recommend** both, 'Sites Capable of Change' and 'Transition Zones' should not exceed a maximum height of RL37.75 (22m).

Council's development of planning controls for the remaining sites identified as 'Transition Zones' and sites "capable of change", and Council's review of "outdated" planning instruments. We locals sincerely **support** that The City of Sydney is required to establish a PPPS Sub-Precinct Master Plans and Implementation Steering Committee that welcomes and values numerous Peninsula People to review and provide input to the proposed Implementation Plans.

We have lived on the ground experience, we are engaged as a community, and provide constructive commentary and ideas, we spend countless volunteer hours to get seats at tables for our voices to be heard, we care very much. We connect with Community Representative Groups, Affordable Housing Residents, Private Landowners, Pyrmont Ultimo Chamber of Commerce, Ultimo Primary School P&C and Heritage & Landcare Groups and we ought to be involved and heard during the next stage of implementation, sub-precinct mast planning, refinement of the number of 'sites capable of change', and key site master planning processes: infrastructure delivery plan. DPIE's provision of amended planning controls and design guidance for the 4 Key Sites and the two Metro sites.

Wentworth Park Sub-Precinct, characterized by low to medium rise apartments, historic warehouses, and heritage terraces houses in the vicinity of the Quarry Street and Ada Place. The former Fig/Wattle Street depot site is a mixed-use zone. We **strongly object** to the proposed new buildings for this site rising higher (by several storeys) above the level of the Jones Street heritage terraces on the East side of the Street.

Wentworth Park is the Green Lung of Ultimo (although located in Glebe) it is Green infrastructure, not Open Space.

Also, we **strongly recommend** the new buildings not be positioned hard up against the **Hell Hole Quarry Cliff**, rather 10m away. As this public access to history (not photos of covered up history) should be freely visible as a significant part of the Pyrmont and Ultimo industrial history that made Sydney what it is today.

We **highly recommend** any investigation of the extension of a cycleway from Jones Street crossing Pyrmont Bridge Road in the vicinity of Jones Street and Bulwarra Road needs to involve community representatives, Pyrmont Ultimo Landcare and Australian Wildlife Rescue Organisation WIRES, as well as City of Sydney and nearby residential Strata, for detailed information around Biodiversity. As Landcare currently maintains sites around Wentworth Park light rail station and the area below Harbour Mill, which are flourishing as attractive bushland and habitat for native birds and animals.

We **support** the removal of the dog track and facilities from Wentworth Park for the return of this site for public use. And the retention of the oval for the use of local teams.

Blackwattle Bay Sub-Precinct, we **support** a new medical centre, the establishment of a public park and passive boating facilities on the site zone for Public Recreation in Bank Street. We **recommend** use of the First Nations word for Blackwattle and the park be named Tjerruing Park.

We support urgent cliff stabilization , rehabilitation of public parkland and open space in the vicinity of **Carmichael Park**.

We **recommend** 8m to 10m plus setbacks from street level/ground/the road upwards should be precinct wide for all Key sites, the Metro sites, plus 'capable for change buildings'. This allows for tree canopy shade and heat island mitigation, amenity and public safety. Tree lined streets on all levels of reality (commercial, tourism, residential, educational, medical) are consistently considered more affluent, better placed, and healthier, therefore more enticing to precinct tourism on a world scale. Plus supports active transport.

Inaccuracies, we recommend Pyrmont & Ultimo be visited by the NSW Gov Masterplans consultants for the Peninsular, and that they correct the plethora of errors made on maps and descriptions provided throughout too many documents (at this level)! Parks and roads misnamed, private homes and land not labelled correctly; (commercial use rather than residential use, forgotten completely, [REDACTED]). Giving incorrect information is misleading for decision makers and community alike.

Transport Statement of Effect, Risk Management

Each key site will need to continue through the list of NSW Government and City of Sydney plus community documentation and consultation processes. We understand that each Key site will be managed by a winning construction company and have its own timeline. Therefore, each key site may or may not actually begin 'work' simultaneously.

Should key sites begin work at the same time or overlap, the Pyrmont & Ultimo peninsula will incur very disruptive cumulative challenges. Access to ongoing peninsular transport is overarching and must mitigate risk and harm reduction for residents, workers, and visitors alike throughout the development key sites.

Recommendation, that Transport recognises the risk, and provides a Transport Statement of Effect. Explaining to the Community the likely impacts of key site proposals and how Transport will work with the necessary people to ensure impacts and risks for Emergency Services are minimized. Emergency Services must continue getting in and out of the peninsular 24/7 for the duration of works without additional works delays. Or detrimental impacts to the Peninsula population.

We **strongly recommend** all Key Sites and Metro surrounding roads imminently change from 40km/h speed limit to 10km/h speed limit across the Pymont Peninsula and Ultimo.

Pymont Peninsula Traffic Infrastructure.

Road design for the speed and the behaviour you want. We understand why it is so important to have fewer cars in our lives. And that when it comes to calming traffic in cities, the reality is that engineering, not education or enforcement is the single biggest influence on the success of that scheme. The desired speed and behaviour are achieved not by passively posting a sign (the Police cannot be everywhere, and drivers will travel as fast and loud as they feel comfortable), but by actively engineering means that force drivers to reduce their speed and increase their vigilance, such as reduced width, speed humps, raised intersections, chicanes, one-way features and changes in road texture. Note: Police in the Netherlands do very little traffic enforcement. If too many drivers speed on a street, it is deemed a design failure and sent back to the drawing board.

Electric Vehicles

Blatantly missing in the PPPS sub-precinct masterplan / implementation plans are EV charging for Taxi's and The Stars squadron of minibuses (all petrol fuelled). EV charging must be included with the Star and The Fish market, Darling Harbour, a Metro Station, as they all 'need' taxi ranks. We highly **recommend** this is included with future master plan documentation and design briefs at competition level.

Parking

We **oppose** parking changes, should Key Sites, Metro and The Star strategy does not recognise/respect the value of Community Car Share, parking spaces. Or if their proposal negatively impacts the availability and number of Community Car Share, road spaces on the surrounding primary and secondary streets/roads. No number of trains, light rails or bicycles replace hiring a community car.

Social and Economic Benefits Statement

Social and Economic Benefits Statement, Page 21, 'At night,.....Some parts of Pymont are typically quiet after 9pm, and diversifying the night-time offering at The Star will attract visitors to the site, activating the broader street and contributing not only to the vibrancy of the area.....' This will also contribute to the increased noise levels, NSW Police call outs, City of Sydney Ranger call outs, and The Star are not staffed or able to offer Pymont wide security staff to deal with antisocial behaviour or visitors binge drinking in residential streets before entering a night-time offering.

We **strongly support** the inclusion of street level Police presence, by way of; a Pymont Police Station, permanently marked Police Parking Spaces (similar to car share spaces at Peninsular hot spots), increased Police officers on the ground and patrol vehicles, increased Water Police both stationary and patrolling Pymont Bay and Casino Wharf, Local Area Command (LAC) controlled installation (piggybacking) of CCTV cameras in known antisocial behaviour hot spots. Plus, increasing the City of Sydney Rangers rostered to evening and night shifts to patrol the streets and parks in Pymont around the Star and Doltone House.

Darling Island Sub-Precinct, The Star, Environmental Impacts

The Star, is located in an immediate mixed residential and commercial area, it is the [REDACTED]. As such The Star's Public Domain component and site-specific Master Plan Public Domain should follow The Directions, recognising its external façade-built environment choices directly impacts; a sustainable future, enhances the area, fosters a circular economy, protects heritage, and [REDACTED]. Therefore, current façade and future façade upgrades to hotel and residences, level 5 rooftop, balconies, all perimeter external street level facades, and all Porte Cochere spaces critically need sound absorbing materials installed at a starting point

Existing Build Form & Land Usage, Make good

For analysis, inclusivity and transparency, a remaining heritage part of the Darling Island Sub-precinct and working harbour includes the Pyrmont Street, cluster of Heritage buildings; the St Bede's group of buildings, ground plane residential terraces corner of Jones Bay Road and likewise the last historical building of the Star, the SELS building.

These heritage items are incorrectly referenced or not referenced at all in Darling Island Sub-precinct and The Star documentation. They are vastly different grains of buildings, 2 or 3 story in height, with equally different uses to the waterfront wharfs or the warehouse buildings mentioned in the Darling Island Sub-Precinct Site Analysis.

Rather all these privately owned historic buildings and homes are labelled 'Darling Island sub-precinct edges and interface with Pyrmont Village sub-precinct. And are literally flush to a secondary label 'Zone of influence'.

are marked on maps as 'Key Local Junctions'. These terraces are not a 'transport interchange'

We recommend correcting with facts and defining what a label means, . Please amend the PPPS Structure Plan and Masterplan accordingly.

Recommend correcting The Star Key Site Master Plan Appendix A, 5.2 figure on page 59, Hassel, 'Map of the Pyrmont Peninsula showing building typologies (PPPS)' to show Jones Bay Road corner of Pyrmont Street as terraces. And St Bede's as a Church.

The continuity of pedestrian access to the harbour from Harris Street, does not consider John Street private owners land and homes, see PPPS, Biodiversity Study, Figure 1 Study area and sites with potential to change.

We note the Nokia building, corner of Bowman and Harris Street plus the recently completed 21 Harris Street are labelled as capable of change. They are occupied commercial, well-kept buildings, as opposed to the vacant land next to 100 Harris Street, self-evident as a site capable of change. We **adamantly oppose** the vacant land next to 100 Harris Street exceeding a maximum height of RL 37.75 (22m).

Visual Impact & Surrounding Heights, Make good

The Stars assessment on heritage impacts is not acceptable as it is not from a heritage perspective.

When visual impacts and surrounding heights are based on incorrect maps at a key site level, again NSW Gov. and City of Sydney need to make good, so that key sites can reassess their documentation and designs accordingly. Visual Impact Assessment, Figure 3 'Surrounding height' terraces on Pyrmont Street/Jones Bay Road are keyed as open space. Figure 4 'Surrounding bulk' the same terraces are 0.8. Figure 12 The PPS Structure Plan the terraces are a 'transport interchange'. Figure 16 Built Form, keyed as Cadastre which represents and is defined as continuous property rights and land ownership.

Positively, the terraces are marked as High in Figure 20, (Visual impact & surrounding heights doc) as relative social and cultural value of the surround area, as they are recognised as high social and cultural value including heritage items under State and local government planning instruments.

The RL 110 of the North tower scale of change will be ongoing and irreversible.

The size, scale and geographic extent on solar access and sky view is excessive . The North tower will dominate the sky and be prominent in scale . The North tower proposed height does not respect the place of existing buildings / heritage items.

Page 104 of the Visual Impact Assessment the North tower will not preclude the appreciation of proximate heritage items. However, The North tower will prevent current all year sun access to these heritage item terraces.

We **strongly object** to the height of the new North tower building block , will threaten the foreground from horizontal impacts to vertical impacts from

Design excellence is **supported** to significantly lower the maximum 110 RL. And address/mitigate the visual impact by ensuring the inclusion of living walls/green walls/vertical gardens, trees and planting facing Jones Bay Road and Pyrmont Street.

We **reject** the North Tower RL 110, [REDACTED]

Shared views are in fact two-way view corridors and there are guaranteed potential risk impacts generate by new built forms North and Northwest, 80 Pyrmont Street. [REDACTED]

Acoustic Privacy, Make Good

The City of Sydney and NSW Department of Planning, Industry and Environment, PPPS, 'Strategic land use planning', [REDACTED]

We **adamantly object** to The Star not needing to apply suitable noise controls in the planning instruments to ensure acoustic amenity can be maintained. Strategic land use planning and zoning has done nothing for decades to mitigate land use conflicts [REDACTED]. The Star must execute noise control strategies; reduce noise at the source, reduce noise in transmission to the receiver, reduce noise at the receiver (The Agent of Change). [REDACTED]

[REDACTED]. Those strategies for feasibility and effectiveness include Controlling the noise at the source (using best management practices for industrial activities, design of venues to limit noise emission to the external environment, standard installation practices for speakers/rotating mechanical equipment-gaming machines). And controlling the noise in transmission (noise barriers). [REDACTED]

We **strongly oppose** the PPPS Noise Study not acknowledging historic land use conflict, legislation and policy needed for key noise issues and potential mitigation options for the amenity of occupied [REDACTED] residences [REDACTED] to The Star.

[REDACTED] new/innovative controls or materials to respect operational noise, construction noise, road traffic noise on Jones Bay Road. We **object** to the proposed acoustic report, [REDACTED]. Where is the alternative criteria and acoustic planning controls to mitigate current let alone future identified noise emission guidelines?

The Star Key Site Masterplan Report

It is understood the development description, and the master plan seeks the following key development outcomes, which should be read in conjunction with the FJMT Master Plan Report: Northern Site (20-80 Pyrmont Street). These items are as a point of difference intentionally shown in a sandstone colour on photomontages. And as a strong or faded orange in architectural drawings in the Star key masterplan report. Which is used throughout and is the basis of the PPPS sub-precinct masterplan / implementation documentation presented by NSW Gov. for assessment.

- 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 26,000m2 (excluding through-site link).
- Additional built form to Level 5 rooftop of the main Star site comprising: – Total of approximately 3,000m2 (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 200m2 (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

It is also understood the overview of the proposed key elements are:

Main Star Site

- North Hotel Tower RL110
- New porte cochere drop off serving hotel
- Opening up of Pirrama Road frontage to reveal Light rail and to provide improved connectivity to public realm and waterfront.
- Additional built form to Level 5 to facilitate indoor/outdoor dining facilities and events
- New through-site link
- New Lyric Theatre stairs
- Façade Upgrades to The Star Grand Hotel and residences
- MUFA Modifications

These listed 'ground plane' and 'North tower' items are consistent on pages 4, 5, 6, 7 & 13. However, photomontages and architectural drawings on pages 5, 7, 13, 20 & 27 clearly indicate by point of difference colour (sandstone, strong or faded orange) [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Architectural drawing also indicates the SELS building and marked 'orange' for change 'retail activation', the last remaining building of Sydney significance left of the Pyrmont Power Station, on which the Star lease the land. This critical building is also not mentioned, is without details given in the proposed key elements for the main Star site.

There are no details of plans for the SELS building retail activation or the extension to the smoking balcony on Jones Bay Road to be refurbished, throughout the PPPS sub-precinct masterplans / implementation documentation.

We **recommend** transparency at a Pyrmont Peninsular Place Strategy Implementation level for assessors and the community. And **strongly advise** it is essential that the draft, final plans and implementation plans be developed with formal and genuine two-way private owner/stakeholder engagement, [REDACTED]
[REDACTED]. Along with the City of Sydney.

The Star Design Excellence,

The Star was built on land previously used for industrial purposes (the Pyrmont Power Station) further excavation, expansion, redevelopment for the North Tower will hit/may be complicated by the presence of potential known or suspected hazardous substances, pollution, including soil contamination due to hazardous waste – Brownfield land. We suspend our support till further extensive Environmental planning, policies, tools to protect the neighbouring residents, land and water are provided in detail.

It should be noted that 'Welcoming options for distributing any additional height which may be granted by the consent authority for demonstrating design excellence through a competitive design process' as stated in the Design Excellence Strategy is extremely concerning for the direct local residential community and open space (roads, parks and water). And further increases the detrimental wind tunnels, less access to sun light, considerably more pollution – noise, air, light and less privacy/security.

It is essential The Star, design competitors (open or invited) prepare their designs with genuine two-way local [REDACTED] property owners and community engagement before the plans are submitted for submissions. It is absurd the competition jury that represent public interest are nominated by the proponent or City of Sydney without consulting [REDACTED] locals, or [REDACTED] locals having a seat at the table.

The current height North tower is **not supported** as place strategy height principles and [REDACTED] [REDACTED] have not been included, detailed, considered or addressed in the Statutory and Strategic Planning Report or Master plan.

Managing the wind impacts and loss of direct sun access has critically been falsely 'managed' by design and engineering. The SELS building and St Bede's group of buildings [REDACTED] require both direct sun access for the ongoing health and protection of heritage conservation areas, significant damage occurs because of lack of access to direct sun light (damp). Increased wind tunnelling at ground/[REDACTED] levels will accelerate the ageing/damage [REDACTED].

To understand the full impacts that The Star Key Site's North tower will have on this Heritage [REDACTED], Church and commercial cluster of buildings direct 2-way consultation needs to be developed. We need a seat at the table for the next stages to avoid consultancy firms making assumptions to base tests on – [REDACTED] [REDACTED]

The North tower RL 110 will compound wind impact and have detrimental health overshadowing impacts on the Pyrmont Street, cluster of Heritage buildings, including the St Bede's group of buildings, [REDACTED] and likewise the last historical building of the Star, the SELS building. **We support** the North tower to have a minimum setback (all round) at street/ground level to be a minimum of 8m. And a minimum of 15m podium/tower setback to mitigate down wind tunnel problems for the neighbouring residential apartments and historic item buildings. The North tower needs to be a significantly lower RL.

The Star's concepts for Community benefit, currently offers no framework or commitment, only intent.

Where is the Government Architects master planning considerations that constitute, providing a basis for negotiation and dispute resolution? And providing all stakeholders with the means for expressing their needs and priorities with a seat at the table?

Built From

The Stars assessment on heritage impacts is not acceptable as it is not from a heritage perspective.

Recommended amendment to incorrect information - Pyrmont Street does not have a continuous stretch from north to south of 8 story buildings heights!!!

Consultant's analysis, inclusivity and transparency have excluded from mention in the Built form a remaining part of the Darling Island Sub-precinct and working harbour includes Pyrmont Street's cluster of Heritage buildings. Pyrmont Street is not all about The Star, see the cluster of Heritage item buildings, including the St Bede's group of buildings [REDACTED] [REDACTED].

These buildings are a hard break to the facade of Pyrmont Street warehouse buildings and The Star. Their heritage scale is 2 and 3 stories, not 8 stories.

[REDACTED]
[REDACTED]
Pyrmont Street is the back end of several buildings; however, it is a heavily used active transport commute route for a fleet of people on pushbike and foot, [REDACTED] and the greater peninsular. As it cuts the busy café bottle neck of Harris Street and Union Square out of the twice daily commute.

The Statutory and Strategic Planning Report states falsely that the site context /surrounding development on the western boundary consists of large commercial blocks. [REDACTED] [REDACTED] [REDACTED].

Consequently, we find little or no regard for [REDACTED]. It is essential that the final plans and implementation plans be developed with formal and genuine two-way private owner/stakeholder engagement. It [REDACTED] have a seat at the table during the development of these plans and programs. Also, the errors need correcting at Key Site and Darling Island Sub-precinct planning level.

Electrical and Hydraulic Services

We **strongly support** thorough EMF shielding to engineer 'substations and main switch rooms mitigate any risk associated with emitted magnetic fields to adjacent' residential neighbours, page 9. (Electrical and Hydraulic Services doc.)

We **support** all power generation systems/plant rooms, being 'acoustically treated' and the installation of noise barrier walls installed so neighbouring residents no longer hear offensive noises emitted from plant room generators on Jones Bay Road.

Acoustic Privacy

We **strongly support** maintaining the standard noise requirement of the Liquor & Gaming NSW and 'offensive noise' transmission as defined in the Protection of the Environment Operations Act 1997. Offensive noise levels should not be audible in any place of different occupancy outside the boundary. '...noise from the licensed premises shall not be audible within any habitable room in any residential premises between the hours of 12:00 midnight and 7:00am. [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

We **adamantly oppose** The Star's change to Master Plan Noise Assessment, [REDACTED]
[REDACTED]. We fervently recommend the Agent of Change Principle is applied. The Star is proposing new spaces 'retail' and venues [REDACTED]
[REDACTED] The Agent of Change would need The Star to ensure it includes appropriate measures to reduce noise.

Recommend changes to the acoustic assessment methodology and acoustic prediction noise modelling process: Predictive noise modelling to determine the extent of noise impact from a proposal at a nearby residential premises needs to consider there is a substantial difference in:

- [REDACTED]
- [REDACTED]
[REDACTED]
 - [REDACTED]
[REDACTED]
[REDACTED].

- [REDACTED]
- [REDACTED]
[REDACTED]
[REDACTED]

We continue to **oppose**, the extension of trial periods, and the expansion of balconies (including the expansion of the smoking balcony on Jones Bay Road). Due to ongoing environmental impacts include 'noise', 'antisocial' and 'air pollution' impacts. 'The transmission of offensive noise is outlined in the Protection of the Environment Operations Act 1997 to any place of different occupancy outside the boundary'. And states 'noise from the use must not be audible within any habitable room in any residential property between the hours of 12 midnight and 7:00am'. The PPPS requires The Star to meet its previous shortfalls; minimise impacts on local character through effective control of built form, scale and material use.

Offensive noise impacts (day and night) reoccur with frequency, before demo, excavation and build. [REDACTED]
[REDACTED] Current operations must keep on responding to [REDACTED]
[REDACTED]:

- Queuing taxi vehicles tooting their horns
- Uncontrolled noise from patrons as they enter and exit The Star's premises (foot & vehicle)
- Use of motorized leaf blower and high-pressure water within the [REDACTED]
[REDACTED]
- Loud PA announcements [REDACTED]
- Offensive loud gaming machine noise
- Uncontrolled noise from vehicle revving [REDACTED]

- [REDACTED] generator noise
- Broken driveway paving and broken doors banging
- [REDACTED] furniture moving on hard slab surface
- Uncontrolled [REDACTED] patron noise after hours permitted to open
- Uncontrolled private hotel balcony noise

The current hard surface, ground levels wall and ceiling external facades on Jones Bay Road are useless for noise mitigation. It is clear The Star has not included engineered façade treatments [REDACTED]

[REDACTED]. Or the installation of live-feed noise recording technology outside areas of high impact such as entrances and exits which can be monitored by appropriate authorities including the City of Sydney, Liquor Gaming & Racing NSW and NSW Police.

We **strongly recommend** The Star minimises noise [REDACTED]

[REDACTED]. The Star needs to incorporate changes to its property, [REDACTED] by using the following design solutions:

- Physical separation between buildings and the noise or pollution source.
- Including setback and installing physical obstacles (noise screens – RMS opaque road noise barriers to shield residential uses from The Star generated noise from plant rooms and outdoor gaming areas).
- Landscaping design to reduce noise and act as a filter for air pollution generated by traffic and the Star building [REDACTED]
- Limit the number and size of openings facing neighbouring residents.
- Ensure seals are used to prevent noise transfer through gaps.
- Use double or acoustic glazing, acoustic louvers, and enclosed balconies.
- Use materials with mass and or sound insulation or absorption properties -solid balcony balustrades, external screens, soffits, noise absorptive linings to undersides of balconies and external walls at street level, acoustic ventilator/plenums.

We **support** the sky pedestrian link between Jones Bay Road and Pirrama Roads as part of the delivery of the proposed hotel tower being taken up by the design competitors. Should it be delivered in a considered anti-noise pollution manner. Which implements effective control of build form, scale and material use to mitigate echoing noise generating off The Stars own building surfaces. Professional external vertical gardens, professional sound barriers are needed to avoid repeating [REDACTED]

We **strongly suggest** the City of Sydney and Community representatives play a critical on the ground role in the reality of enacting the code of practice role for the construction noise, and noise assessment of construction activities during demolition, excavation, and construction noise plus vibration management. Rather than Pyrmont only being assessed in accordance with the NSW Interim Construction Noise Guidelines 2009.

We **strongly support** The Star installing permanent numerous noise monitoring and data collecting equipment on both sides of the primary roads its building facades connect to (use streetlights if need be). These permanent noise monitors are to enable City of Sydney, Liquor & Gaming, NSW Transport & NSW Police to have ongoing, as they need access to direct feeds. We do not support external noise criteria/emissions being considered inappropriate for a site where significant rezoning and development is envisaged, [REDACTED].

Night time economy, (hospitality or retail venues) outdoors, should not come at the cost of potential harm to the health [REDACTED]. Road level activation, corner of Jones Bay Road and Pyrmont Street, foot path seating zones (with footpath expansion) targets day and night noise [REDACTED]

We **strongly recommend** The Star and City of Sydney fund a dozen (kept calibrated) mobile noise monitors that may be leant out to sensitive noise receivers for 48-hours recording [REDACTED] for monitoring ongoing evening economy and entertainment related noise, as well as the demo, excavation and build construction noise period. As staffing levels are not supportive of similar 48-hour surveillance. Like being fit with a take home heart monitor.

Wind

Page 13 Windtech Consultants, states clearly, Pirrama Road, 'due to the existing landscaping, and recommendations for the North Tower, conditions suitable for walking can be achieved'. And Jones Bay Road, 'The north-easterly winds are expected to flow through Metcalf Park and funnel through Jones Bay Road. The westerly winds are also expected to funnel along Jones Bay Road. However, with the existing landscaping around the site and along the façade...' 'It is expected that the wind conditions will be suitable for pedestrian activities/be similar to existing wind conditions.' Experienced and expert advice reads support for keeping the current established dense, healthy tree canopy street trees on Pirrama and Jones Bay Road, the ground level roads of the North tower.

We **strongly support** the retention of street trees on Union and Pyrmont Streets. We do not support the removal of street trees on Edward Street, Pirrama or Jones Bay Roads. Proposed Palm trees on Pirrama Road do nothing to improve the negative impacts of wind tunnelling for pedestrians on the ground around The Star. [REDACTED]

[REDACTED]. The North tower development will inflict downwash, corner acceleration and side-streaming wind impacts (as stated page 10 Windtech Consultants). Again, we do not support established, healthy canopy trees being removed on Pirrama Road or Jones Bay Road – These trees are the force that successfully minimises the current detrimental wind funnel impacts caused by downwash, corner acceleration and side-streaming. The current trees ensure safe and comfortable wind effect conditions are achieved.

We **support** additional vegetation on Jones Bay Road to further improve wind conditions at a ground level.

We **support** vertical green walls/vertical gardens to the facades of the North Tower on Jones Bay Road to strategically achieve safe and comfortable wind conditions for its intended uses.

We **strongly support** and seek the North tower minimum setback (all round) at street/ground level to be a minimum of 8m. And a minimum of 15m podium setback for the North tower to mitigate down wind tunnel problems [REDACTED]

[REDACTED]. Appropriate footpath widths will ensure genuine canopy street trees mitigate wind, noise and heat. Should the footpaths be narrower than 8m, the street trees as indicated by The Star will be palm trees, which do nothing for the environmental amenity of the area and people on the ground. An inhospitable corner will not actively engage or encourage pedestrian activity. Rather it will potentially generate a hotspot for antisocial behaviour.

What is the proposed tower formal treatment, does it relate to wind and acoustic privacy? If not, why not?

Mitigation of any wind, heat or noise impacts on local residents should be delivered through the manipulation of the build form and not tree removal or retrofitting the public domain.

Active Uses + Vitality

We **strongly support** the inclusion of street level Police presence, by way of; a Pyrmont Police Station, permanently marked Police Parking Spaces (similar to car share spaces at Peninsular hot spots), increased Police officers on the ground and patrol vehicles, increased Water Police both stationary and patrolling Pyrmont Bay and Casino Wharf, Local Area Command (LAC) controlled installation (piggybacking) of CCTV cameras in known hot spots (including the corner of Jones Bay Road and Pyrmont Street).

We **strongly support** additional LAC private Security officers being hired by The Star for patrolling and prompt attendance of anti-social behaviour occurring beyond The Star's boundaries. Currently there are two officers to assist in managing patrons and events on Friday and Saturday nights only, they make a positive difference, more are needed.

Also needed is the allocation of a permanent Police mobile CCTV trailer/mobile surveillance trailer to rove both priority streets and secondary streets around The Star and Doltone House, streets, parks and close to water edges. For the purpose of detecting and dealing with increasing antisocial behaviour, pre-loading and defecation in public places and [REDACTED]

Recommend NSW Justice, Compliance Operations Unit, provides the PPPS Masterplan and Implementation Assessors and Community an updated 'Review of violent incident reports at The Star casino'. No new updates since October 2016.

Crime Prevention through Environmental Design (CPTED), the perimeter of The Star needs to increase CCTV capture and detection of criminal risk/action. 'Removing conditions that create confusion about required norms of behaviour' is vague and has not been fixed by the inclusion of signs. Asking drivers to respect residential neighbours and minimise vehicle noise when entering the porte cochere on Jones Bay Road. Or signs reminding patrons existing the premises that they are in a shared residential area. Or signs informing Taxi drivers of the closest internal bathroom. Major event crowd exit control plans need to be reinforced and directed away from neighbouring homes. To suggest CPTED be addressed only in

future DA's is negligent at a master plan level. We **strongly support** the assessors' push for crime prevention clarity and crime prevention through environmental change clarity now, and future DA's.

Active Uses + Vitality requires infrastructure and genuine two-way consultation with community groups and [REDACTED] at all planning and design stages.

Inevitably an increase to the guest/visitor/active use + vitality capacity of The Star brings further pollution (noise and air) plus increased anti-social behaviour issues for [REDACTED] on both priority and secondary streets surrounding The Star. Then additional pressure on local Police management.

We **adamantly reject** any proposal that exempts The Star being required to plan and install external acoustic (noise absorbing) façade material to walls and external ceiling, the length of Pyrmont Street to Pirrama Road along Jones Bay Road, and inside the cavernous Jones Bay Road Porte Cochere. Consultation [REDACTED] is strongly recommended.

And **strongly advocate** for the installation of double airlock doors to outdoor spaces to avoid transmission of loud noise from all current, future venues and thoroughfares opening onto both priority and secondary streets surrounding The Star, Jones Bay Road included.

Active Uses + Vitality, for the improvement of accessibility to The Star, 20 Pyrmont Street, a terrace home was demolished for the widening of Jones Bay Road. 20 Pyrmont Street was part of the cluster of Heritage buildings, including the St Bede's group of buildings and ground plane residential terraces on the corner of Pyrmont Street and Jones Bay Road. Every effort should be made to not demolish/damage/render unliveable the remaining heritage buildings in the future for 'lift streetscaping' and increase 'active uses + vitality'. Pyrmont has always and successfully been a tapestry of residential and commercial.

The City of Sydney has in the last year completed an exemplary 'lifting of the streetscape' with genuine commitment to providing 'rich tree canopy' tree choices.

- The City of Sydney increased the number of street trees on the residential side of Jones Bay Road footpath.
- The City of Sydney also extended the Jones Bay Road median strip, complete with full planting and chose evergreen trees.

These evergreen trees were purposely chosen with the intent to assist:

- Mitigating noise from The Star's lack of external acoustic treatment to the ground floor building mass, from the semi open smoking balcony on Jones Bay Road and from the semi open gaming area above the Jones Bay Road porte cochere. The taxi noise queuing for hours around the entrance into the Jones Bay Road porte cochere. The visitors' cars on mass queuing into the cavernous Jones Bay Road porte cochere.
- To assist with air pollution from vehicles and the smoking balcony on Jones Bay Road.
- Plus, provide some degree of year-round shared view privacy/security, both line of sight directions.

The City of Sydney

- Increased pedestrian safety on Jones Bay Road, by raising the pedestrian crossing, adding planted garden beds at all points the pedestrian footpath intersects with the footpath/Jones Bay Road and increased lighting.
- This design also slows traffic, for further safety on Jones Bay Road.

The above City of Sydney analysis and action respected and considered direct residents. [REDACTED] two-way consultation and communication for the entire process from design through to completion. This exemplary work sets an extremely high standard of greening our City, the Pyrmont Peninsular and The Star.

The NSW Department of Industry & Environment respects and states clearly the benefits of trees are Privacy, Shade, Urban Wildlife, Fruit, Community Cooling, Mental Health & Climate Change. Great public spaces ensure protecting the current healthy, dense green canopy street trees on its shared with local residents, priority streets and secondary streets around The Star.

The Star currently is not aligned with NSW Department of Industry & Environment, The City of Sydney, and the local Peninsular Community on its commitment to Greening our city. We **strongly oppose** The Star wanting to remove current healthy, dense green canopy street trees on Pirrama Road, Jones Bay Road, Edward Street and Pyrmont Street for a tower build. Rather than protect these irreplaceable trees. The Star considers a 'rich canopy of trees' plan with palm trees will mitigate increased heat, noise pollution, filter air pollution and provide view privacy/security.

We **strongly support** the integrity and practice of connecting people and nature within and around built environments and communities, Biophilic Design. We **strongly support** design excellence which includes direct nature, indirect nature, space and place Green Design that supports the community outside the Star.

The Star, NSW Gov, City of Sydney, Completion designers are **strongly recommended** to use extensive external vertical gardens and ensure the protection of the current deep soil thick canopy street trees, plus parkland green canopies. Masses of internal green/nature fit outs 'only' for the Star occupant's connectivity to nature, internal Star space and internal Star place is **not supported**. The Star shares space, place, sunlight, air, and local roads with local residents – integration.

Open Space and Recreation

We **oppose** Pyrmont Bay Park being labelled a 24/7 function area and part of the night-time economy and entertainment zone. This removes a very well used green space with excellent shade and sun providing places away from community for profiteering purposes. And increases safety risk to walk from residential homes and work to 24/7 public transport.

We **recommend** the masterplan and controls for developer contribution funding acts on increasing Pyrmont and Ultimo residents, workers and visitor's mental health, physical health, education and social community by supporting the installation of a fleet of outdoor public accessible fitness hubs, and more vertical physical opportunities. Our Thanks to City of Sydney for installing an excellent and massively used outdoor public fitness hub in Pirrama Park

We **support** more outdoor publicly accessible fitness hubs including both static and non-static equipment pieces for novice exercisers boosting heart rate while strengthening cardio endurance, improving your oxygen usage during exercise. Stationary push bike (not static), hand cycle (not static) is low impact cardio with very little impact to the weight-bearing joints.

Maintenance requirements of mechanical equipment in a foreshore location as reason to not install heart health (non-static equipment) is weak. Sydney has Hand Cycles at Christison Park, Vaucluse (foreshore location) and exercise bikes at Maroubra Beach Outdoor Gym (foreshore location). Plus, both a stationary exercise bike and hand cycle fitness equipment installed at the new Pirrama Park Outdoor Fitness Hub. Which before and since Covid is extensively used 24/7 and strongly justifies the Peninsula needing more pocket-sized outdoor fitness hubs.

During Covid, indoor sporting facilities were closed for health reasons. This saw a daily surge in people rock climbing and abseiling several cliffs faces in Pyrmont at all hours. Several cliff faces were damaged as broken rocks fell and piled up in park land and footpath verges below. The safety of pedestrians and cars below were put at risk where cliff, footpath and road spaces were narrow. Community, Council and Police increased presence was required and supported

We respect freeing up more open public space in Pyrmont for increases in population is a challenge.

We **support** an element of developer funded contributions serving the Peninsula public health by accommodating alternatives centrally located within the Pyrmont Peninsula, vertical physical all weather, all-year-round rock climbing and abseiling spaces. Able to be closed for safety, however, making use of the increased wind tunnels with development, designed to be completely ventilated and open roofed. There is an obvious need and demand already for these facilities. Where people can share sensational views, and be an asset for local teams, work and community building. Increased Peninsular buildings, and Key Site developments, more large building walls, additional provision to accommodate vertical health and fitness.

Note, these types of 'upgrades' are suitable to some parks and not others, Pyrmont Bay Park and Metcalfe Park are older people, local workers, families, restorative, pet and small play under the canopy of dense trees and grassland thus not suitable for outdoor fitness equipment. It would be essential that the final plans be developed with formal and genuine two-way community/stakeholder engagement. As, place outcomes for public spaces, Metcalf and Pyrmont Bay park are currently not outdoor fitness hub achievable or welcome.

Darling Island, the former Fairfax building, and the building on corner of Pirrama and Darling Island Road have both been identified as 'capable of change'. We **oppose** any proposal that raises the height of these buildings above the height of the Revy Buildings.

Darling Island supports two popular local parks, Ballarat and Metcalf Parks which carries a range of informal activities, as well as areas for passive recreation. We **do not support** any changes to these parks, except for the planting for more native trees.

Public Domain Landscape Masterplan

The vaguely proposed corner of Jones Bay Road and Pyrmont Street, footpath seating zones (with footpath expansion) targets day and night noise plus smoke [REDACTED] is **not supported**. This urban space does not support the amenity or health of [REDACTED] neighbours. [REDACTED].

We **recommend** a deep soil and tree canopy targets need to be provided. A stronger and more ambitious tree replacement ratio should be set as part of the overall tree replacement strategy by the Star, other key sites, the two metro sites and the City of Sydney

We **adamantly support** The Star and all key sites plus the two metro sites making available online and maintaining public databases. Which ensures online site by site accountability and transparency for community and stakeholders.

- 'On Site Tree Database', with details on the health, size, type, age of the tree, location, will the tree be maintained, pruned, or removed.
- 'Surrounding Site Public Tree Removal Register', with details on the health, size, type, age of the tree, location, will the tree be maintained, pruned, or removed. This is to include surrounding/adjoining street or park land trees impacted by a key site development and the two metro buildings.

We **strongly oppose** the removal of current street trees. This Star proposal removes exiting health canopy street trees in the public domain. which results in decrease or loss of urban habitat for a vast bird population of non-native and native birds, some on the threatened list.

Night time economy outdoors should not come at the cost of potential harm to the health of neighbouring residents (sleep deprivation). We support road level activation, plus built verandas and podium walls being treated with external noise absorbing materials/noise preventing walls and professional sound barriers.

Materiality, current ground level external wall and ceiling surfaces remain hard. Therefore, continue to contribute to the ongoing noise (traffic and antisocial behaviour) bouncing and reverberating problems for direct neighbours. Lack of information for assessors and the Public to comment on is **not supported**.

We **strongly object** to night lighting of trees, as engineered specialist lighting design should not light up any trees (new or mature) after dark, for bird and bat night habitat and nesting. Birds make cities friendlier as part of the shared environment.

Biodiversity advocacy is poor for green space and design across the Star, all key sites and both metro sites. Green spaces are better spaces. We **adamantly support** an urban forest fund plus a Green Sydney Strategy (action & direction) be included in all key sites and both metro building sites.

Likewise, all key sites and both metro sites lack including volumes more information on the Urban Wildlife count. See results from Birdlife Organisation and the 'Aussie Backyard Bird Count'.

Critical note, people's backyards in apartments are street trees and public parks, that is their 'Aussie Backyard Bird Count'. Their count is just if not more valuable than private backyards over the Peninsula (more people in apartments than have backyards).

Peninsula WIRES representatives are also very knowledgeable and have years of statistics on Urban Wildlife in Pyrmont & Ultimo. Pyrmont has many Possums, Owls and Kookaburras, plus a Fox that visits (loads of sightings and photos have been taken over the years and shared on Pyrmont social media).

We **adamantly support** the Star, key sites and two metro buildings masterplans implementing an Urban Wildlife action plan to be included to prevent losing our urban wildlife due to inability to breed and lack of home safety in the peninsula. While the peninsula is 'under construction' for the next 8 plus years.

Statement of Environmental Effects and Open Space Plan of Management, the new lawn space for Pirrama Road image on page 51 indicates the installation of artificial grass. We **recommend** The Statement of Environmental Effects and Open Space Plan of Management assessors reconsider artificial grass for a sustainable future. And **strongly consider** the below against installation of artificial turf for all key sites, two metro sites and other Star current and future public spaces.

While it is understood there may be significant water savings and low maintenance requirements associated with artificial turf, so it is increasingly promoted as a replacement for natural grass on athletic fields and lawns. However, there remains the question of whether it is an environmentally friendly alternative to natural grass.

Installation of artificial grass is a major concern, and stems from the infill material that is typically derived from scrap tires. Tire rubber crumb contains a range of organic contaminants and heavy metals that can volatilise into the air and/or leach into the percolating rainwater, runoff contaminating ocean water, thereby posing potential risk to the environment and human health.

Worth noting, the US and other countries' regulatory agencies still cannot resolve risk levels from crumb rubber hazards. The United States Environment Protection agency is trying to "fill important data and knowledge gaps, characterise constituents for recycled tire crumb and identify ways in which people may be exposed to tire crumb based on their activities on the fields" The Californian Environment Protection Agency's Office of Environmental Health Hazards Assessment project is exploring artificial turf surfaces through hazard identification, expose scenario development, sampling an analysis of new and in-field artificial turf both indoor and outdoor surfaces, all ages, varied weather conditions and exposures possible due to ingestion and inhalation as well as skin absorption across ages, exposure times and possible effects on sensitive populations.

The European Chemicals Agency review on crumb rubber used on artificial pitches highlighted recommending players using synthetic pitches to take basic hygiene measure after playing on artificial turf containing recycled rubber granules. Key FIFA guidance states 'the manufacturer should be asked to supply to the purchaser an assurance that the sports surface together with its supporting layers, does not contain in its finished state any substance which is known to be toxic, mutagenic, teratogenic or carcinogenic when in contact with the skin. Furthermore, that no such substances will be released as vapour or dust during normal use'. And the Dutch Government has called for further restrictions on PAHs in crumb rubber used as synthetic turf infills. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5615587/>

Finally, Columbia University, Centre for Climate Systems Research has shown using thermal satellite images and geographic information systems, that several of the hottest spots in the city were in fact synthetic turf fields. And direct temperature measurements conducted during site visits showed that synthetic turf fields can get up to 15 .5 degrees Celsius hotter than grass on summer days. NASA's Landsat satellite has also shown surface temperatures of synthetic turf areas creating high temperatures like those on a large black roof in upper Manhattan. And cool spots almost always correspond to urban vegetation, such as parks, street trees, and water bodies.

We **oppose** artificial grass installation, as it does the opposite to the elements of The Star plan for comfort, as it will create a hotter urban experience on Pirrama Road.

A Bridge, we note the proposal to build a bridge across Pyrmont Bay linking Darling Island with Sydney Wharf. This is **not supported** as it will impede the movement of boats in and out of the marina.

We **strongly support** the widening of public domain on surrounding streets for street trees, as activation is second to place making choices (future shop fronts). Therefore, we continue to **oppose** the height of the Star Key Site North tower development and **request** a minimum of 8m North Tower setback at street/base level be a requirement, to allow for mature canopy trees (not palm trees) to grow; in addition, we **propose** the North Tower podium setbacks be 15m from the neighbouring residential apartments and for mitigating down wind tunnel problems.

Less than 8m setback does not support reducing the size and bulk of the North tower on the site when seen from the street at the ground plane. Regardless of the ground / street level use, (yet to be determined) on the corner of Pirrama Road and Jones Bay Road.

Sustainable and Circular Economy (Applies to The Star and All Key Sites)

We **recommend** The Star's Precinct Sustainability action include supporting the local community (residents only) by providing a drop off location for waste: E-waste, battery, toner cartridge, lamps, and globes recycling. Proof of Pyrmont/Ultimo residential address would be needed for a drop off, the initiate could be offered during business hours or one day a month? As the Star is committing to reducing waste for its sites, locals could further reduce waste correctly, improving Pyrmont's Community behavioural changes towards recycling and waste.

Why wait? The Star has plenty of roof space now for hives and boxes, just like it has access to the water.

We **strongly support** and locals will also **strongly support** precinct sustainability action starting yesterday; Marine ecology with OceanWatch, Chef's green roof gardens for fresh produce, education on circular economy.

And **adamantly support** several legions of native beehives and bird boxes, in numerous places of all dimensions/sizes catering for Australian Superb Fairy-wrens up to Australian Ravens (Ravens have a life span of up to 22 years) and Australian Powerful Owls. Birdlife Australia and Wildlife Queensland provide exemplary technical information, building and installation information with **highly recommended** nest box specifications for common Native species. https://birdlife.org.au/images/uploads/education_sheets/INFO-Nestbox-technical.pdf

& https://wildlife.org.au/wp-content/uploads/2015/11/nestbox_instructions.pdf And setting up live stream webcams, see peregrine falcons, Melbourne CBD. <http://www.367collinsfalcons.com.au/>

Native Beehives we **recommend supporting** the Australian invention by Cedar and Stuart Anderson, the Flow Hive. <https://www.honeyflow.com.au/>

Urban Wildlife, the coming Star works (and other Key Site works) will be extreme, difficult, and disruptive to the seasonal life cycles of urban wildlife and bird life. Due diligence is needed for the care of the area's strong birdlife, bat life and bee life during this time. Potential harm can be minimised, with site Wildlife Toolbox Meetings running daily for all workers onsite (education, induction, signed record). Alerting and educating all members of each day's work force of the whereabouts of bird's nests and the method of protection for the duration of the demo, excavation and construction period. We **adamantly support** The Star management ensures all contracted demo, excavation and building firms adopt and enact this management plan, with the aid of NSW Wildlife Information Rescue and Education Service (WIRES). Same goes for the other key sites and two metro sites.

The Star target and commitments for positive Urban Biodiversity Enhancements and The Star's Environmental Plan must include (again) two-way conversations with WIRES and local community people/groups (known to The Star) to initiate tree pruning/removal/construction work, Urban Wildlife Toolbox Talks with Tool Box Meeting Records, with genuine accountability. The Star's previous (2019) construction company 'Built' had proven successful urban wildlife outcomes for Urban Wildlife with community consultation, engineering, design, sub-precinct master planning, implementation, and accountability. We **adamantly support** the Star, all key sites and the two metro builds hire construction companies that will enact an Urban Toolbox Talk, meeting records and are accountable.

Birds make cities friendlier as part of the shared environment. We have a responsibility to provide safe flying, nesting and security from the effects of human habitation and construction.

Equally, why wait? Conversations with the community should already be happening around community gardens for suitable locations – make the commitment!

We **strongly recommend** the incorporation of roof top Water features into The Star's core environmental and sustainable development plans. Marrying in with Core ESD initiatives of rainwater capture and reuse and rooftop capture and storage. For significant additional financial savings, ecosystem benefits, a circular economy rating, The Star should commit to incorporating wetlands and rain gardens, water detention ponds and water fountains installations on all their rooftops, plus in amongst yet to be the proposed low-level plantings of ornamental native plants and fire-retardant plants and trees. The Star can champion City greening, cooling the surrounding air (Mediterranean style). The Stars' residents, visitors, and staff mental health (vistas through windows) will benefit. And encourages/ensures urban wildlife (birds, bats, and insects) have safe access to clean drinkable water on all rooftops during extreme heat periods. Local simple and elegant examples:

The Swellstone water installation located in Fig Lane Park Ultimo. 320-334 Jones Street is meaningful and small in scale. www.cityartsydney.com.au/artwork/swellstone. Another water feature of small scale for a small area, is located at the Piccolo Me Cafe, entrance of the Royal Botanic Gardens entrance off Macquarie Street. <https://www.rbgsyd.nsw.gov.au/visit/map#/venues/50>

Also, we **recommend**, a Star endorsed precinct initiative; Increasing access to public drinking water (water bottle fillers and dog/pet water) as rising temperatures are unavoidable with more development. In consultation with community and relevant authorities to determine suitable locations within the broader Pyrmont Peninsular.

Sustainability looks no further than the current dense street tree canopies surrounding The Star on priority, secondary roads, and park lands around The Star. Those trees stand healthy as established trees with the proven goal of being able to adapt and perform season by season. Sustainable design and operation to improve resilience to extreme heat events, adaptation and resilience needs to keep what works, protect what works – established tree canopies. We **strongly object** to established healthy dense street and park canopy trees being removed – These trees are fit for purpose for climate mitigation, sustainable design, and adaptation actions. If established healthy canopy street trees need removing it is because specialist pruning with great engineering and design has failed and a new design is needed.

The Star North tower building location is surrounded by mature and dense green canopy trees, grassland, residential buildings of various materiality and large timber wharf buildings. We understand the proposed choices of trees and planting will factor in environmental tolerances, functional, aesthetic and design requirements for the external building façade and outdoor areas. The Star planting for its outdoor (vertical and horizontal) premises should be measured for responsible sustainability. We strongly support The Star and consultants choosing fire retardant plants and trees, which act as radiant heat screens and absorb more of the heat of an approaching fire without burning.

Choosing Australian native fire smart edge plants and fires smart trees for fire protection is especially important in Australia, the two main dangers – Radiant heat and Ember attack. Fire retardant plants and trees can act as radiant heat screens and absorb more of the heat of an approaching fire without burning. Fire retardant trees can reduce wind speeds, so trap embers and sparks carried by wind. Fire retardant ground covers can catch burning embers without catching fire themselves and slow the travel of a fire through debris and litter on the ground. <https://www.australianplants.com/assets/australian-native-plants-for-fire-resistance/> & <https://deepgreenpermaculture.com/2020/02/25/australian-native-and-exotic-fire-resistant-trees-and-plants-for-fireproof-landscapes/>

Equally, why wait? Conversations with the community should already be happening around community gardens for suitable locations. The Star has the room to support Tool and Fashion Libraries, Repair Centres already, surely from the funding that was allocated to the monthly Pyrmont Market (defunct) – make the commitment!

The Australian legislation for recycling and waste reduction Act and subsequent regulations ensure front and centre responsibility and stewardship of environmental performance. Ensuring responsible choices to include the extended use and responsibility of material, design, manufacturing, products, demolition, and construction.

The Stars driver for system wide thinking must include The Star is 24/7 [REDACTED], sharing local roads 24/7, and is a part of the Pyrmont Community 24/7, this thinking needs to drive change, engineering, design, masterplans, action and accountability.

The Star built environment and design is made up of a lot of small products and each needs to address circularity and environmental performance which includes the demolition, excavation, build and running any cumulative impacts on The Star's [REDACTED] residential neighbours, [REDACTED] and a part of the Pyrmont Community.

Sustainable community resilience - Offensive noise, air pollution, light, extensive road use is currently and will be further exasperated competing factors for direct neighbours, and the Pyrmont Community. The Star must address their part in this system wide Peninsular Masterplan by collaborating with the City of Sydney, other Key sites construction companies' peninsula wide, [REDACTED] private residents and community representatives. We **support** previously mentioned having a continuing seat at the table with genuine two-way communications.

Building responsibility of the two Star sites and the Star Public realm should not be reduced to collection and recycling, The Star needs to do more for its direct residential neighbours, starting with transparent ongoing pre-design competition, during, after, construction, and ongoing management, and communication across sectors. Isolated conversations at all hierarchy's risk lack of commitment, accountability, and responsibility.

For improved and continuous transparent operational performance of existing buildings and new buildings, plus to help measure and manage assets that risk interfering with direct sensitive residential neighbours. We **strongly support** NSW Gov, City of Sydney, and Community (residents and business) requiring The Star to install permanent Noise Monitoring and Air Quality equipment on building facades, at all levels, facing known sensitive neighbouring residents. For accurate and thorough data collection by The Star to share with the NSW Gov departments and City of Sydney should it be needed going forward. Plus, the installation of noise absorbing panels to substantially reduce the offensive noise impacts from existing Star ground level and higher hard building surfaces. Active engineering by softening hard surfaces will reduce 24/7 stress and negative health impacts caused by noise and air pollution on [REDACTED]. And external lighting needs to be limited to avoid light pollution to the night sky [REDACTED].

Active Transport

Active Transport documentation describes Pyrmont as, active transport motivated and has one of the lowest car ownership rates in metropolitan Sydney. Our walkable and cycle capacity as a liveable International City at the Darling Island Sub-Precinct area wants to increase tourism, with safety and amenity.

Key findings for The Star, Pirrama Road and Jones Bay Road state to minimise visual and wind impact from the streets/street corner a minimum of 8m is consistent with wind advice. 8m to 10m plus setbacks from street level/ground/the road upwards should be precinct wide for all Key sites, the Metro sites, plus 'capable for change buildings'. This allows for tree canopy shade and heat island mitigation, amenity, and public safety. Tree lined streets on all levels of reality (commercial, tourism, residential, educational, medical) are consistently considered more affluent, better placed, and healthier, therefore more enticing to precinct tourism on a world scale. Plus supports active transport.

While Jones Bay Road is a road that is directed to the foreshore, the 'incomplete connection to the foreshore' linkage to Jones Bay Road from Harris Street is incomplete as it is private land. [REDACTED]

The recommended Pyrmont Street, Pirrama Road, Edward Street and Jones Bay Road for Active transport must **strongly support** protecting and maintaining the current street tree canopy for active transport amenity. This 'softness by significant tree cover to both sides of the street' gives a human scale to the unbroken built form above street level. Active transport around the Star North tower will be supported by 8 to 10m plus setbacks at street/ground/road level and 15m setbacks at tower/podium level, to assist in providing a foil for downdraft winds at street level.

Vehicular Movement

Pre-Covid, long taxi lines up Pyrmont Street, down Jones Bay Road one side and then back up Jones Bay Road on the Star side is a long standing and ongoing problem which negatively impacts residential neighbours. Cumulate running vehicle engines, taxi drivers hooting horns (new taxi drivers not inducted on silence mandate), public urination (taxi and uber driver toilets are not well signaged/used), and high levels of vehicle pollution during the hours the Sydney airport closes and reopens. This needs a massive overhaul, that the Metro and a working Light Rail will not fix.

Recommendation, active transport will not increase in use, (even if planned in documents and architectural drawings) should the current healthy canopy street trees be removed from the Precinct.

We **support** critically needed Jones Bay Road façade upgrades to hotel and residences, level 5 rooftop, balconies, all perimeter external street level facades, and all Porte Cochere spaces, and apply sound absorbing materials. In addition to increased numbers of evergreen street trees, and vertical gardens along the length of Jones Bay Road footpath.

We **strongly recommend** all Key Sites and Metro surrounding roads, changing from 40km/h speed limit to 10km/h speed limit across the Pyrmont Peninsula and Ultimo.

Pirrama Road

Image 64, an aerial view of Pirrama Road, Page 38, The Star Key Site Urban Design Report, Issue A – Job No 2200827, 1.2 Scope of the Key Site Master Plan, demonstrates with absolute clarity the current excellent and healthy, density of the evergreen street tree canopy on Pirrama Road either side of the setback to the light rail and entrance to The Star and continuing to protect the corner of Jones Bay Road footpath users.

This current cumulative evergreen tree canopy does everything palm trees dotted along the street footpath and road cannot! This group of majestic trees softens built form, gives 'a place' human scale, allows the magic of moving dappled sunlight onto future street activated spaces, lessens heat radiating off the road, footpath and building, increases active transport amenity, offsets building and traffic pollution (air and noise), increases local appeal visually.

We **strongly support** the current tapestry of cumulative evergreen tree canopies (street and parkland) needing to be protected throughout the timeline; masterplan, design, demolition, excavation and build from. We **oppose** further palm trees along Pirrama Road as they do not enhance pedestrian amenity.

Complete Street treatment for Pirrama Road is vague.

Jones Bay Road

The Star's current lack of public domain facing base build acoustic (noise absorbing) façade treatment of the ground plane (human scale) along Jones Bay Road walls and ceiling, causes negative health impacts/ [REDACTED]

The cavernous Jones Bay Road Porte Cochere driveway echoes all vehicles entrance to The Star, amplified announcements and gaming machines on the semi open gaming area above the Valet parking.

As above is not new information to past and current Star Management or previous development proposals – Lack of installing Porte Cochere walls, façade walls and external ceilings with acoustic (noise absorbing) at ground level on current and future Jones Bay Road base build indicates the Star is not meeting The Directions which apply to Pyrmont and a Key Site; Better experiences, improving public domain - particularly shared residential/commercial streets and enhancing amenity.

See images 72 & 73 of The Star Key Site Urban Design Report, for length (all of Jones Bay Road) of semi enclosed (wall, ceiling) and noise amplifying corridor.

Unexplained or illustrated, what is the 'landscape colonnade for the improvement of pedestrian experience on Jones Bay Road'?

The Draft Design Guide informs other documents, instruments, and the guidance and objectives for future developments. The following items need to be taken seriously: Creating opportunities to implement and establishing benchmarks, commitment and timeline for management to prove accountability: Enhancing public domain on Pirrama, Jones Bay Roads, Edward, Union and Pyrmont Streets, High Quality Built Form, Protection and Conservation of Heritage Buildings surrounding the site, Achieving Ecological Sustainable Development, Location, Size and Design of Vehicle Access Minimises Disruption, Green Infrastructure and Water Sensitive Urban Design

We **strongly oppose** active 24/7 street frontages on/close to the corner of Jones Bay Road and Pyrmont Street [REDACTED]

We **strongly oppose** The Star wanting to reinstate the Jones Bay Road Taxi zone overflow rank. The Star is responsible for managing and needing Taxi's to service the 80 Pyrmont Street site, for all the 'investigations' [REDACTED]

Vague plans for retail refurbishment of the SELS building and surrounding public space on the corner of Jones Bay Road and Pyrmont Street is **not supported**.

Vague plans for extending the smoking balcony on Jones Bay Road are **not supported**.

Taxi

Transport Statement of Effect, Risk Management, Figure 4.4 Relocated Pirrama Road porte cochere and existing Pyrmont Street porte cochere. As shown in Figure 2.1 Pyrmont Street is an exit only, not accessible information. As previously stated, early 2018 The Star with City of Sydney staff met with NSW Taxi Council to discuss anti-social behaviour from taxi drivers on Jones Bay Road. The Star met with City of Sydney Traffic staff and the NSW Police to discuss Star buses and coaches illegally parking and running along Jones Bay Road and Pyrmont Street.

Sincerest Thanks to the City of Sydney changing Jones Bay Road, a locally shared residential and Star road parking signage. Immediately after the taxi zone on Jones Bay Road was changed to increase private parking there was a marked improvement in vehicle noise and horns being hit incessantly. A minimized taxi zone also produced a big improvement in ongoing antisocial behaviour noise [REDACTED]

[REDACTED] We **strongly oppose** The Star wanting to reinstate the Jones Bay Road Taxi zone overflow rank. The Star is responsible for managing and needing Taxi's to service the 80 Pyrmont Street site, for all the 'investigations' The Star has failed, [REDACTED]

Despite many investigations, The Star over the last decade did not take on and make recommended improvements needed on Jones Bay Road; Toilet facilities, surveillance for drivers to stop incessantly hitting horns and the installation of external ground and ceiling noise absorbing acoustic panelling all along Jones Bay Road, permanent noise monitoring and air pollution monitoring (vehicle emissions) All desperately needed and decades overdue on Jones Bay Road. Vote of **no confidence** in avoiding 'previous anti-social behaviour' without the installation of external ground and ceiling level noise absorbing acoustic material all along Jones Bay Road.

Design For A Better Future, Key Site Master Plan, Transport Assessment

From the Design For A Better Future, Key Site Master Plan, Transport Assessment, we **support** making good the following errors.

Page v 'Other changes', the current porte cochere on Pyrmont Street is the Exit only point, where vehicles move away from The Star with traffic lights at Pyrmont and Union Street. The Entrance only point for Valet parking and taxi queuing is located on Jones Bay Road current Porte current porte cochere.

Page 7 of this report states, the existing transport network comprises of, a Porte Cochere supporting the Astral Hotel, one-way access in via Jones Bay Road and out via Pyrmont Street, this is correct on the ground and as per Figure 2.1 Transport Network. Figure 2.1 Transport network does not indicate by car access key arrowing, however existing transport overview states above 'An additional car park entry for valet only, located at the end of the Pyrmont Street Porte Cochere.

Intersection operation, it is noted the travel patterns and data collection was from 2018. Also prior to Covid, The Star was the largest catchment area for taxis in NSW after the Sydney airport closed nightly. This is not accounted for in the traffic assessment data.

As previously **recommended** to The Star by community and neighbouring residents in 2018, end-of-trip cycle storage for staff and visitors to the star will need sound proofed by design, should these spaces be positioned externally on Jones Bay Road. [REDACTED]

Figure 4.2 Artist's impression of new through-site link between Pirrama Road and Jones Bay Road is selling 'the dream' of the Star and depicts sparse tree canopy and palms providing useless tree canopy for pedestrian amenity or wanting to be outdoors in the unprotected heat. This conflicts with Figure 4.3 Pirrama Road shared area, which shows an aerial depiction of established tree canopy. Which one is it???

Figure 5.2 Proposed on-street parking allocation, is proposed, not current, yet shows The Star is proposing 16 x 1 hour car parks on Jones Bay Road, made up of both sides of Jones Bay Road. Yet the Jones Bay Road text on page 38 below Figure 4.2 states The Star proposes to 'swapping of 1 hour parking and taxi rank on the east side between Pyrmont Street and Pirrama road to restore taxi rank operation – Conflicting information!

Likewise Figure 5.2 and the text below reads 'relocate funeral parking outside St Bede's Catholic Church to adjacent location to create kerb extensions for pedestrian crossing.' This is the only mention of a new pedestrian crossing on Pyrmont Street at the rear of 100 Harris Street. Lack of information for the church funeral parking to move and a new pedestrian crossing to be proposed.

It is **strongly recommended** that no assessment at any level should be based on incorrect, confusing, vague or lack of material provided to Assessors or the Public.

Electric vehicles

As an environmental plan, multiple Electric vehicles charging points within The Star car parking is **supported**. Why is this facility not made to be available to locals wishing to EV charge, without paying the parking fee for the Star in addition with the Charge fee (if there is one) EV charging at The Star should be available to service The Star patrons and locals alike.

The Star needs to **support** the carbon reduction pathway and net zero carbon emissions target, change in Taxis, other trip share vehicles, and the Stars squadron of minibuses/buses to move to electric. Rapid charge provision for these vehicles that service The Star is missing from the Environmental Plan and Master Plan.

Development access

Should the North tower relocate the existing taxi porte cochere, closer to Jones Bay Road, a [REDACTED] without implementing the previously mentioned significant acoustic mitigation for 24/7 Air pollution, noise pollution, human pollution, **support** will not be forthcoming.

Kerb extensions

The installation of 'Kerb extensions' near the intersection of Pyrmont Street and Jones Bay Road was presented to The Star by renowned architects and local residents at a meeting in early 2012, then referred to as Road Blisters. Funding was to come from The Star and the City of Sydney Community Services Grants Program. The purpose in 2012 was to remind people they are in a shared place (residential and commercial) and for traffic slowing needs.

The blisters were designed to be planted with local hardy shrubs. There was to be no seating to encourage lingering. Blisters were to serve as a physical reminder to visitors they are occupying shared space with residential and commercial buildings [REDACTED] 10 years later, this improvement is **supported** with property owners and [REDACTED], community representatives and the City of Sydney consultations.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Closing

Pymont consistently contributes to Sydney's status as a financial, commercial, residential and tourist city destination of world standing. Plus, an education exemplar of urban renewal with Community consultation and has one of the highest residential densities in Australia. Further increase of building heights, density, and controls, outside of the Master and Local Environment Plans (which was developed in consultation with the Community), will threaten access to direct sunlight, increase pollution (air, noise, light, views), [REDACTED]
[REDACTED]

There is a plethora of inaccuracies at this level that need amending, prior to next stages.

The Star as an existing 24/7 business and now identified as a 'Key Site' has had many iterations of management. Many managers over the decades have not engaged with community or local neighbours, blatantly lied to community [REDACTED] in community meetings, or not responded to [REDACTED]
[REDACTED]

Currently The Star Management is open to response [REDACTED] due to Star mechanical, procedure, or staff failures. The outcome of these failures is usually, offensive noise [REDACTED]
[REDACTED]. Or increased perceived risk of safety [REDACTED]
[REDACTED]

Some issues The Star can fix with the City and/or State Gov. Other issues The Star can fix without external permission, and we **support** The Star choosing more permanent fixes to mechanical, procedural or staff issues. Putting out 'fires' as they occur is costly and inefficient long term.

The final few months of 2021 brought marked improvements in the manner and timeline for; response, investigate, action, to reported issues. However, this level of professionalism, respect, and response to action for [REDACTED] neighbours should not be dependent on if The Star currently employs a manager that cares about external affairs/the community. Or if The Star has an imminent Modification or Development on the table.

We **strongly suggest** The Star needs to take permanent responsibility to change and improve coexisting with [REDACTED] neighbours and the community in micro & macro issues. And at Peninsula Sub-Precinct Master plan, Implementation, Environmental Impact, Urban Response, Design Competition phases level.

As such, both simple and complex issues need collective commitment to genuine two-way (plus) communication with [REDACTED] private residents, businesses, community representatives, City of Sydney, Pymont Ultimo Landcare, environment/water groups, and WIRES (Australian Wildlife Rescue Organisation). To transform The Star's obstacles and opportunities into impact that lasts in the local and greater context. No one group or person will have the answers.

Your consideration is appreciated

Local Resident