

Georgina Horton  
 10/ 10 Lincoln Crescent  
 Woolloomooloo. NSW. 2011.  
 [M: 0419225286]  
 [E: georginamhorton@gmail.com]

QUALIFIED SUPPORT, NO POLITICAL DONATIONS

Objection to:

SSD Application: Expansion of Art Gallery of NSW – Sydney Modern.  
 Application No: SSD 6471

I object to this application in its present form.

The reasons for my objection are:

**1. Traffic/ Parking**

Traffic Gridlock

The proposed changes will result not merely in traffic congestion and delays (which already exist) but will, unless steps are taken now to avoid such an outcome, also result in traffic gridlock.

This will arise because:

- a. Lincoln Crescent, Woolloomooloo is the **only** street by which artwork and other goods will be delivered to the proposed Sydney Modern (SM) development.
- b. The only vehicular entry into Lincoln Crescent is from Cowper Wharf Road.
- c. Cowper Wharf Road, in turn, is one of the main arterial roads that feeds traffic either:
  - onto the Eastern Distributor going north (either over the Sydney Harbour Bridge or under the Sydney Harbour Tunnel), or
  - off the Eastern Distributor when going east.

It is, therefore, one of the main funnels for traffic from the eastern suburbs and city when going north, and likewise, a main funnel for exiting traffic going east when coming off the Cahill Expressway/ Eastern Distributor using the Woolloomooloo Underpass.

- d. As a dead-end street Lincoln Crescent's location is such that access into it, or egress from it, can only be achieved if Cowper Wharf road is clear.
- e. The northern end of Lincoln Crescent contains a major electricity substation and provides emergency access for vehicles to the Wharf Terraces boardwalk and waterfront areas of the Botanic Gardens. There is no private loading dock in the Wharf Terraces and, therefore, removal trucks and vans must use this northern end of Lincoln Crescent for loading and unloading their vehicles. There is also a public car park in Lincoln Crescent that opens at 9.00am. It takes 182 cars. Garbage collection takes place on Lincoln Crescent on Monday mornings and often obstructs the flow of traffic.

- f. The traffic congestion that already exists in the Lincoln Crescent/ Cowper Wharf Road/ Bourke Street precinct mostly occurs during lunchtimes, morning and particularly evening peak-hours (about a 2-3 hour window), and also on Fridays & Saturdays.
- g. Consequently, the better course would be to direct that:
  - all demolition and excavation trucks not exceed 12.5 metres in length and not operate between 8:00am -10:00am and after 3:00pm on weekdays. And no work on weekends;
  - all deliveries to the SM take place on specifically nominated days and times. For example: No deliveries on Friday or Saturday and otherwise only between 10-11am, 2.30 – 4pm, any time after 8:00pm – 5:00am the following day. The SM could make it a contractual term that all deliveries take place at such times.

This would minimize traffic congestion and delays caused by demolition, construction and delivery trucks to the SM.

h. Size of Delivery Vehicles

It is proposed that Heavy Rigid Vehicles (HRVs, which are 12.5 metres/ 41 feet long) will enter Lincoln Crescent to unload its goods within the SM's loading dock.

There may be an issue as to whether an HRV (which has a width of 2.5 metres/ 8 ¼ feet) will be able to fit between the vehicles parked at the kerb and the median strip in Lincoln Crescent without damage to those parked vehicles or the median strip and its plants.

i. Private Vehicles

With the anticipated increase in traffic from private vehicles a strategic marketing campaign should be introduced to alert the public to the absence of parking at the new SM, except for identifying the name, location, and distance of each parking station from the SM.

j. Disabled Vehicles

Some limited but definite access must be made for disabled drivers on Art Gallery Road where it will be easier for the disabled to access the SM. It is extremely difficult to access the existing Art Gallery from Lincoln Crescent or Cowper Wharf Road if in a wheelchair (whether motorized or not) or if walking with assistance. (The writer is disabled.)

## 2. Destruction of Amenity.

### Form of Lower Pavilion

Lincoln Crescent is a pleasant, dead-end street with a turning circle at its northern end. It has a tree lined, interrupted median strip and metered parking on either side. There is a handsome, two story residential complex, the Wharf Terraces, situated along its eastern side. On the western side of Lincoln Crescent there are presently 4 immense concrete/masonry steps running along a significant length of Lincoln Crescent with a large green field lying above and behind these steps. (Two disused naval bunkers built during WW2 lie beneath this green field. These gigantic steps were constructed to reinforce the strength of these naval

bunkers.) A consequence of the building of these steps is that presently Lincoln Crescent has a streetscape that is green and visually expansive.

It is proposed that the SM be built as a series of pavilions that step down on the site from west to east following the steep site topography, that is, from the Domain down to Lincoln Crescent. The Lower Pavilion is intended to lie on top of the grassed field above the old naval bunkers. It is proposed that on the eastern side of this pavilion a building be erected with a large 14 metre (46 feet) high x 42 metres (140 feet) long, blank, concrete/masonry wall. This Lower Pavilion, with its large, stark wall, will lie virtually on top of the bunker steps, and run for much of the length of Lincoln Crescent. See the attached Section Plan.

This edifice, when taken together with the height of its corresponding Lower Pavilion roof, will reach at least 5 stories high. Consequently when viewed from the position of an individual or vehicle located in Lincoln Crescent there will be the overwhelming impression that this Pavilion looms over, and intrusively peers down upon, those in Lincoln Crescent. This just will not do.

#### Hanging Gardens

In order to ameliorate the effect of this high eastern wall with its stark and austere appearance (when viewed from below in Lincoln Crescent), the winning Architectural plan provided, amongst other things, for hanging gardens to be placed along the length of the bunker steps. However the authors of the EIS have seen fit to disregard this recommendation whilst, at the same time, seeking approval for an adaptive re-use of the naval bunkers to accommodate its own desired re-use (galleries/ loading docks/ and store).

The SM should be required to provide the hanging gardens as outlined by the winning architect, Sanaa.

#### Photomontage

In order to properly evaluate this EIS the residents of the Wharf Terraces have twice asked SM to provide a photomontage of the eastern elevation from the aspect of the Wharf Terraces. This was twice agreed to but, as yet, nothing has been forthcoming. Bearing in mind that this is a State Significant Development it simply beggars belief that after almost a year the owners of the Wharf Terraces are still waiting to receive the promised photomontage. (I observe that the time for objecting to the EIS expires today.)

#### Landscape

The SM should be required to:

- Provide some architectural and other relief to minimize the starkness of the Lower Pavilion's eastern wall.

- Have the Lower Pavilion set back 2 metres and have a row of selected eucalyptus planted on its eastern façade.
- Landscape the entire step wall edifice with Hanging Gardens.

#### Pedestrians.

In order to use the existing steps that lead from Woolloomooloo to the Domain and Art Gallery (and vice versa) pedestrians must walk along Cowper Wharf Road and then cross over Lincoln Crescent to gain access to these steps. These steps are used moderately during morning peak hours and heavily during lunchtimes (particularly by joggers), and in the evening peak hour - particularly in summer, and also on Saturdays.

It is estimated in the EIS that there will be an increase (of 800,000 people) to over 2 million visitors per annum to the SM and surrounding area once the development is completed.

#### Ferry Wharf

Given this increase in pedestrian traffic in the Domain/ RBG and Woolloomooloo areas and the absence of any further provision for parking, it has been suggested by Mr J. Gerathy of the Wharf Terraces that the State Government establish a Ferry Wharf at Boy Charlton pool from which visitors would gain access and walk along the pathway at the water's edge of the RBG to the SM.

This would have great appeal for visitors and all those unfamiliar with the area. It would showcase the N/E and E elevations of the SM from Sydney Harbour - a glorious spectacle. I fully endorse this suggestion.

#### Lift etc

It seems that SM envisage that the Wharf Terraces will provide access to its lift, Rooftop Garden Walkways, Bridges and Boardwalk for the public generally. These are privately owned goods. At present access is granted by the owners to limited third party users, viz. the disabled, as well as parents with babies in prams. It is not for the use of the public at large. As it is there is already a considerable loss of privacy and amenity with far too many people peering over bridges and into owners' private apartments. Any further exacerbation of this situation would be intolerable.

The SM should formalize and document the terms of this limited arrangement with Wharf Terraces and contribute to the cost of the lift maintenance.

Finally,

The residents of the Wharf Terraces bought into this harbour side area for its many benefits. But, for the sake of the Sydney Modern, the Wharf Terraces is now being asked to forgo much of its present amenity (a loss of parking spaces in Lincoln Crescent; increased traffic with traffic congestion and delays; vastly increased numbers of people; increased private lift use and maintenance costs; loss of the open space in Lincoln Crescent, and its replacement with a building that will dominate the streetscape and overpower the rest of Lincoln Crescent; loss of pastoral and city skyline views; possible loss of remnant beach and sea wall; possible loss of historic steps in Domain/RBG). It is inequitable for this contribution to be so one-sided.

Therefore, the SM should be required to attend to the following matters prior to the commencement of this development:

- Have the Lower Pavilion of the SM set back 2 metres and have either a row or selected, specimen Eucalyptus planted a its eastern façade.
- Include architectural relief on the blank eastern wall of the lower pavilion of the SM.
- Include landscaping along the stepped wall of Lincoln Crescent.
- Enter into agreement with the Wharf Terraces for limited use of its lift.
- Place the following limits on all SM trucks entering and leaving Lincoln Crescent. Such limits to cover:
  - i. the days, and times, of operation of the demolition and construction trucks.
  - ii. the days, and times, of operation of all delivery trucks.
  - iii. the size of all trucks .

There should be strict penalties for any failure to abide by these limits and this should be made known to all contractors from the outset.

- Establish a Ferry Wharf at Boy Charlton Pool from which visitors can walk to the SM. Apart from being a wonderful way to access the SM it will also reduce the impact that SM's development will have on pedestrian and vehicle traffic and parking in the area.
- Provide adequate parking for disabled drivers on Art Gallery Road in between the existing Art Gallery and the SM.

G. M. Horton.

15 December, 2017.



