

Attention DIRECTOR KEY SITES ASSESSMENT

**JOHN & HILDE GERATHY
34/10 LINCOLN CR WOOLLOOMOOLOO 2011
OWNERS**

Qualified Supporters see submission below

No Political Donations

Development Application / EIS— SSD 6471 Submission re SYDNEY MODERN (SM)

Being a pragmatist I don't believe it matters whether one is in favour or against the concept of the Sydney Modern (SM). It has got Government support and funding and will most likely proceed, in one form or another.

What is important to us at The Wharf Terraces (TWT), being the closest residential development to the SM (literally below and adjoining on Lincoln Cres) is to address matters which impact upon us in the amenity of our homes and neighbourhood. The attached photograph and plans show how dramatic the change is going to be on TWT — from a completely green open space/zoning (that we all bought into) to a major art gallery. Our interests must be protected.

What we get served up as the SM will be FOREVER!

The matters I believe that can have significant affect on the general amenity of our homes, community and neighbourhood, without precedence in order are: -

The lack of amenity of the eastern façade of the Lower Pavilion

The siting of the lower Pavilion immediately above TWT on top of the existing industrial stepped naval concrete bunker wall will present a 14 metre (5 storey- refer attached Section Plan) solid concrete/ masonry 42-metre-long WALL right on Lincoln Cres without landscaping or architectural relief. There is a pavilion roof structure above the wall extending the height by another storey. This wall will create an overbearing canyon effect on entering Lincoln Cres when combined with the relatively robust western façade of TWT (albeit TWT is only two stories high).

Suggested Treatment of the eastern façade – Lower Pavilion

The original Sanaa winning architectural plan showed hanging gardens along the length of the stepped concrete bunker wall, to good effect. Apparently, the stepped concrete wall has some heritage value and “will not be landscaped “. We must dispute this outcome and push for a very appropriate adaptive re-use of the stepped wall, ie create a landscaped base, with hanging gardens, for the blank edifice above. These gardens could be easily removed in the future, if so required for whatever reason, without damage to the structure.

The SM is seeking approval for an adaptive re-use for the SAME heritage item—from a naval oil bunker to galleries/docks/store. Refusal to landscape the bunker’s wall would be purely budgetary!

To satisfy all views, the last 5 metres of the stepped wall to the south of the SM loading dock could remain in their original state, exhibiting the heritage item and at the same time providing added vision (south) for trucks exiting the loading dock.

Hanging gardens will assist the first 7 vertical metres of the blank edifice and soften the whole structure along Lincoln Cr. Helping to compensate for the loss of our sylvan city skyline views (see below).

The eastern wall of the Lower Pavilion, sited virtually on the top of the stepped wall, has NO RELIEF whatsoever.

The **electricity sub-station** at the northern end of Lincoln Cr is approximately the same length as the Pavilion wall but 2-3 stories lower and its façade, although industrial, has substantial relief. This sub-station has at all relevant times been slated for de-commissioning and demolition, due apparently in 2020.

It is suggested that this wall have vertical fenestrations (sheeted over internally if necessary for Gallery purposes) or similar trompe-l’oeil /architectural relief. It is, after all, a Modern Art Gallery!

Alternatively, or in addition the Pavilion could be set back 1.5 metres and a row of mature palms planted along it’s façade.

These modifications would make a huge difference to the amenity of our street address. The existing stepped wall is very industrial and with the replacement of the naval docks with TWT, is completely out of place. However, it is relatively lower than the proposal and with gardens, trees and city skyline above does not create the canyon effect the combined stepped and Pavilion walls will. We will lose our sylvan and city skyline views and our sense of place relative to the City. Refer to the attached photograph taken from our entry foyer.

Lincoln Cres Woolloomooloo is where quality residential (TWT) abuts a new cultural centrepiece (the Sydney Modern). We do not need to ruin the marriage with the introduction (on our western boundary) of a completely blank industrial monolith.

Fencing of pavilion

The plans do not show any fencing along the path between the Pavilion and top of the stepped wall. Details should be produced before submissions close.

Photo Montage

We have twice at meetings convened by SM earlier this year and most recently on the 18 October 2018 requested SM to provide a photo montage of the eastern elevation from TWT's aspect, which was agreed by SM representatives on both occasions. The EIS does not contain such a montage and none has been provided by SM.

The elevations / photo montages in the EIS are seen from the Finger Wharf's perspective not TWT's.

I repeat the request for a montage from TWT's perspective and would expect to be given 14 days, from receipt of the montage, to make submission on any matter stemming from the montage.

Lifts

The EIS shows a lift (open glazed) at 12.30m AHD above Lincoln Cres at the base of the existing large staircase to the Art Gallery. Access for this lift is shown by steps from Lincoln Cres and from TWT's lift/ land bridge with an accessible path to the new lift (refer attached site plan). The EIS clearly sees TWT's lift providing handicapped persons access to the SM.

This means: -

- a. TWT should continue to make access to the lift available to owners /residents using swipe cards and limiting 3rd party use to **"the disabled, infirm or otherwise in need of lift access to gain access to and from Trust Land ... (by prior arrangements giving reasonable notice)"** by means of intercom to our security. **(refer Easement 10 in DP 879222)**
- b. If access to TWT's lift is not so limited it will encourage its use as a convenient common method of entry to SM with SIGNIFICANT IMPACT on the whole area of Lincoln Cr and Cowper Wharf Rd. This is strenuously opposed.
- c. It would be in both SM's and TWT' interests to formalise and document this limited use by SM and include terms for SM to contribute to lift costs.

Southern pedestrian access to lower gallery

The concept shows pedestrian access at the southern end of Lincoln Cres – immediately south of the stepped concrete wall. This entrance is only a fire escape and poses no threat to TWT's general amenity PROVIDED it remains a fire escape only.

Loading dock /traffic / pedestrian issues

It is a given that SM will exacerbate parking and traffic issues, in what is already a problem for Lincoln Cr and Cowper Wharf Rd and the surrounding area. There is little one can do to solve these basic issues, save for a Ferry Service (see below).

However, control of the operating hours of SM's loading docks will help in peak hours.

At p48 of Volume 1 the EIS talks of 500-1000 motor vehicle movements per day (predominantly around lunch time and Sat am) in Lincoln Cres

These numbers of vehicle movements will certainly increase, not only by trucks (see below) but also by SM patrons seeking parking.

The SM (with an additional 800,000 on our doorstep) will, like all public events in RBG/D increase the numbers of people using TWT's Boardwalk and Rooftop Garden Walkways / Bridges, many people often peering into our apartments/ complex severely affecting our privacy/amenity.

SM has advised that there will be up to 90 single axle truck (up to 12.5 metres in length) movements per day into the two internal docks off the northern end of Lincoln CR, one for art works the other a general goods dock serving both the SM and the Art Gallery , contrary to all advices from SM and the EIS 9 (refer P 48 Vol 1)

Entry and exit must be in a forward direction.

TWT has two car park entrances, for TWT (79 cars) at the northern end and WFW / public (182 cars) in the middle of Lincoln Cr, a single lane both direction dead end road with on-street car parking either side. There is no off-street loading dock at TWT and all garbage collection, loading/unloading must take place on Lincoln Cr and sometimes with more than one removalist truck, virtually opposite the proposed SM loading dock. The northern end of Lincoln Cr also provides access to a major electricity sub-station, emergency access to

TWT's boardwalk /apartments and the waterfront areas of the Botanic Gardens. Sydney Council only permits the public car park to open at 9.00AM.

The EIS proposes the removal of 6–8 Lincoln Cr car parks, out of a total of 44 car spaces.

It is essential, in the interests of SM trucks and TWT generally, that the existing traffic pattern at the corner of Lincoln Cr and Cowper Wharf Rd is not compromised AND the current right turns into and out of Lincoln Cr, are retained.

Movements into/out of the SM dock must have time restrictions to minimise, as far as possible, conflict at peak times at the Lincoln Cr/Cowper Wharf Rd intersection, the TWT car park entrances, TWT loading/unloading, sub-station, emergency services access and garbage collection.

It is suggested that SM and demolition/excavation trucks be limited to single axle trucks not exceeding 12.5 M and these trucks be prevented from operating in Lincoln Cr between 8.00–9.30 am and after 3.00pm daily Monday -Friday.

Sea Water- Air Conditioning Cooling System

Full details of this proposal need clarification to ensure that:-

- a. The 400 /1200mm outlet and inlet pipes do not affect the low tide remnant beach and stone retaining wall.
- b. Maritime navigation into and around SP57624 Marina (east, north and west) is not compromised
- c. The subterranean "sea water pump chamber" does not impose on the acoustic or ground vibration amenity of the small Domain Park area immediately outside the NW façade of TWT or on TWT itself (located immediately outside bedroom windows).
- d. The Medex/ freshwater treatment of the cooling system do not affect the marine ecology of Woolloomooloo Bay (particularly about Marina SP57624).

What is proposed by SM to upgrade this area AND it's steps to Mrs Macquarie's Rd?

Ferry Wharf

Given the 800,000 increase in patronage and the limited parking in Art Gallery, Mrs Macquarie's and Cowper Wharf Roads and Lincoln Cres precincts, real consideration should be given, by the STATE GOVERNMENT, to establishing a Ferry Wharf at Boy Charlton Pool, either to the South or North of the pool, with a lift to provide an accessible path below Mrs Macquarie's Rd, along the water's edge in the Domain / Gardens to the

Sydney Modern's 12.30 M and lift. This would be a stunning entrance to the Sydney Modern – especially for visitors and people not living in the Eastern Suburbs. It would also provide access for people from the western suburbs to the east side of the gardens and Mrs Macquarie's Chair.

A Ferry would give many people the opportunity to see the major N/E and E elevations of the SM, not otherwise visible, except to the very few who live in the top of the Finger Wharf, those with access to TWT's rooftop gardens or those sufficiently endowed to boat on Sydney Harbour.

The Architect's plans lean heavily on these N/E and E elevations.

The Ferry could form part of the proposed Cultural Route from Darling Harbour or the Double Bay Route and would relieve a lot of pressure on traffic, pedestrian and vehicular, and parking in SM's precinct.

TWT is asked to concede for the SM a lot of it's current amenity with—increased traffic / people, loss of parking, lift use, loss of sylvan / city skyline views, sense of place ,overbearing industrial looking structure and particularly the loss of the open space and zoning we bought into.

It is time for SM and its promoter the State Government to give something back: -

i. Landscaping/relief along Lincoln Cr

ii. A ferry/wharf to reduce SM's impact on parking and traffic (pedestrian and vehicular)

iii. Formal agreement as to the use of TWT's lift

iv. Ensure that the sea-water cooling system does not impact on the remnant beach, sea wall, TWT's marina or general amenity

v. Put limitations on the size/axles of and hours of operation of SM trucks (including construction) using Lincoln Cr

I RESERVE THE RIGHT TO MAKE FURTHER SUBMISSION UPON RECEIPT OF FENCING DETAILS ON TOP OF THE BUNKER WALL, THE PHOTO MONTAGE OF THE EASTERN ELEVATION AND ADVICE FROM OUR CONSULTANTS.

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