

Our Ref: 17391

12 May 2018

The Wharf Terraces  
10 Lincoln Crescent  
Woolloomooloo NSW 2011

**Attention: Mr Philip Corne**

Dear Philip,

**RE: ART GALLERY OF NSW - SSD FOR PROPOSED EXPANSION  
EIS REVIEW : TRAFFIC AND TRANSPORT  
SUPPLEMENTARY SUBMISSION**

The Transport Planning Partnership (TPPP) has been retained by the strata committee of The Wharf Terraces to provide technical advice regarding the traffic and transport aspects of the proposed expansion of the Art Galley of NSW (AGNSW) as presented in the EIS and supporting documentation.

An initial review of the AGNSW proposed expansion documentation was prepared by TPPP on behalf of The Wharf Terraces (10 Lincoln Crescent, Woolloomooloo).

Subsequent to the initial review, TPPP has:

- attended an on-site meeting with the residents of The Wharf Terraces to discuss their concerns regarding the implications on Lincoln Crescent and the surrounds;
- attended a meeting with AGNSW representatives, including ARUP's traffic engineers who prepared the EIS traffic assessment;
- consulted through ARUP with RMS regarding potential signalisation of the Cowper Wharf Road / Lincoln Crescent intersection; and
- reviewed the AGNSW responses to submissions.

The purpose of this subsequent review is to reconsider the technical aspects of the EIS findings with regard to the specific implications to Lincoln Crescent with regard to the site specific concerns and comments regarding the proposal by The Wharf Terraces residents.

## **Key Traffic and Pedestrian Issues**

In preparing the review, TTPP has considered the following key issues:

- Consideration of the traffic and pedestrian related SEARs;
- Consideration of the potential impacts to the operation and safety of the Lincoln Crescent / Cowper Wharf Road intersection during construction and operation of the AGNSW expansion; and
- Amenity implications associated with additional trucks accessing the new AGNSW loading dock.

These key issues are outlined and discussed below.

### **Under Estimate of Proposed Development Traffic Flows on Lincoln Crescent**

The ARUP Traffic Report has assumed that the additional traffic flows on Lincoln crescent as result of the proposed AGNSW expansion is limited to vehicles accessing the proposed loading dock.

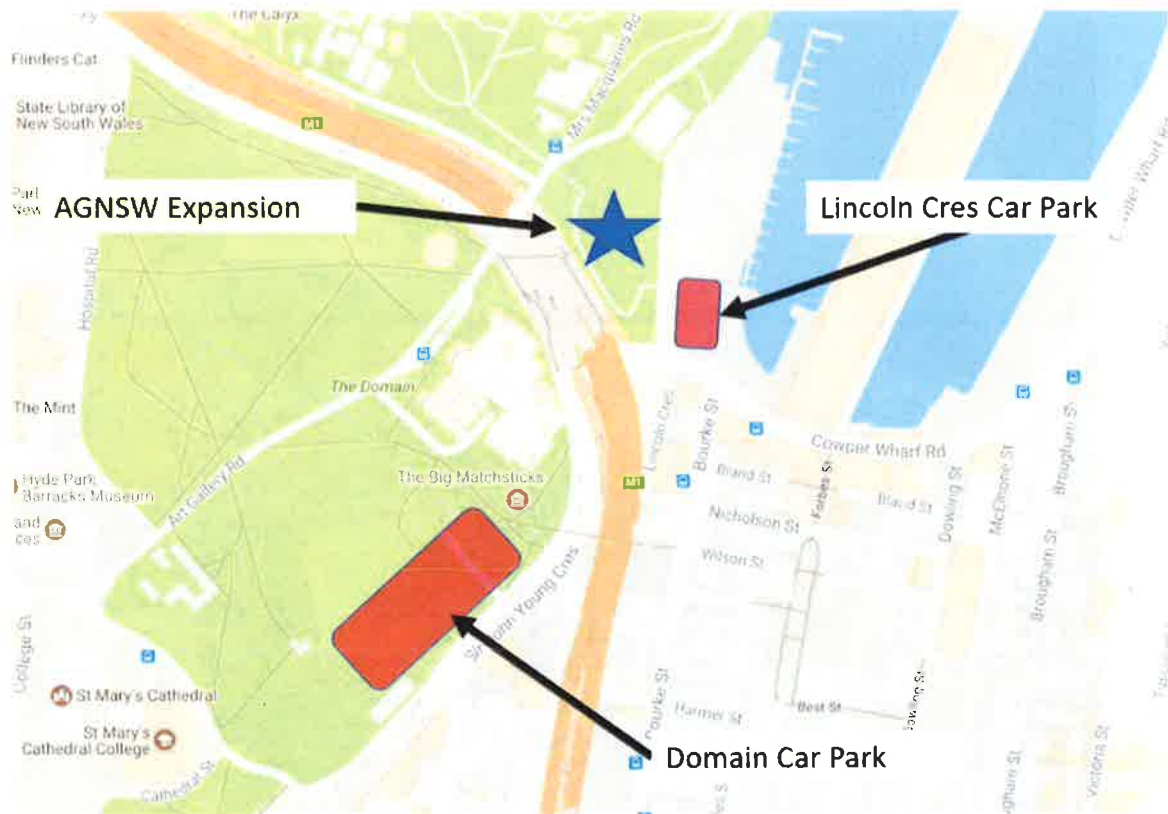
The TIA Report considers the parking demand implications for the Domain Car Park. However, The Wharf Terrace public car park which is operated by Secure Parking will be the closest public car park to the proposed AGNSW expansion and is likely to attract greater levels of utilisation than existing conditions with the proposed development.

The capacity of this car park, along with the additional traffic generation along Lincoln Crescent has not been assessed in the TIA report. This issue is discussed further below.

It is noted that the response to submission and discussions with AGNSW has indicated that the AGNSW and the Domain Car Park have a relationship whereby discounted parking rates (\$) are provided for AGNSW customers.

However, given the close proximity of the Secure Public car park in Lincoln Crescent to the new expanded AGNSW building it would be reasonable to assume that a proportion of the additional traffic would use the Lincoln Crescent car park in preference to the Domain, particularly for large events or functions at the new AGNSW building.

As noted above, the operational and construction period impacts of additional traffic flows through the Lincoln Crescent / Cowper Wharf Road intersection have not been assessed in the Traffic Report.



Notwithstanding the above, residents have indicated that at peak times the Lincoln Street intersection is currently difficult to enter / exit and suffers from queuing impacts from adjacent signalised intersections.

#### Heavy Vehicle Movements at Cowper Wharf Road / Lincoln Crescent Intersection

Of particular concern from residents is the impact of heavy vehicles blocking the access.

A review of the intersection geometry indicates that the right turn facility within the Cowper Wharf Road median for vehicles exiting Lincoln Crescent is insufficient to accommodate a vehicle any larger than a passenger car.

A recent Nearmap.com.au image shows the implications of queued vehicles in Cowper Wharf Road impacting on the ability to exit Lincoln Crescent. The overlay of a truck shows that if queued in the median then the tail of the vehicle will extend into and potentially block east bound traffic.



Discussions with the AGNSW have indicated that they would be prepared to support a condition of consent restricting vehicle longer than 6m in length to turn right from Lincoln Crescent to Cowper Wharf Road.

In the absence of traffic signals at Lincoln Crescent, TPPP supports the turning restrictions on large vehicles for both construction and operational periods.

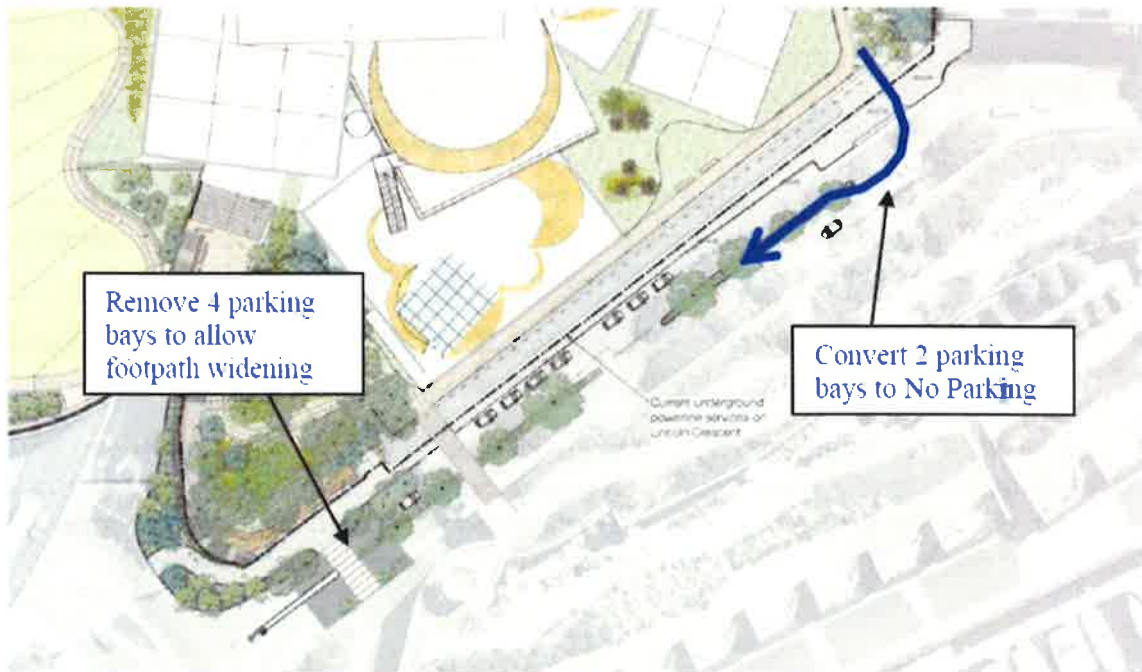
#### **Proposed Pedestrian Crossing on Lincoln Crescent**

The development proposal includes the provision of a new at grade pedestrian crossing on Lincoln Crescent adjacent to the Cowper Wharf Road intersection.

While additional facilities that support the safe movement of pedestrians to, from and around the proposal are generally supported, there needs to be consideration of:

- Will the future demand meet the RMS warrants for a pedestrian crossing; and
- What impacts will a crossing have on traffic flows and resulting traffic queues.





**Figure 40: Lincoln Crescent Upgrades**

Source: ARUP Traffic Report (2017)

Based on the pedestrian surveys provided in the appendix to the Traffic Report it is unlikely that the warrants would be met for the proposed development. And if they were, it is unclear where the pedestrians accessing the new AGNSW building would be coming from if not from the Lincoln Crescent car park or other parking in Woolloomooloo.

The installation of a pedestrian crossing on Lincoln Crescent is also likely to increase the delay to vehicles exiting Lincoln Crescent. Any queuing at the pedestrian crossing by vehicles entering Lincoln Crescent also has the potential to impact on traffic along Cowper Wharf Road.

It is understood from discussion between AGNSW, ARUP and TPP that the designated pedestrian crossing would be replaced by a pedestrian refuge crossing facility. TPP would support this change to the design.

### **Potential Signalisation of Lincoln Crescent / Cowper Wharf Road Intersection**

Discussion between AGNSW and the Wharf Terraces identified mutual benefit of associated with the potential signalisation of the Lincoln Crescent / Cowper Wharf Road intersection.

It is considered that signalisation of the intersection would potentially provide significant pedestrian safety benefits via a designated pedestrian crossing of Lincoln Crescent and Cowper Wharf Road along the pedestrian desire lines for the proposed AGNSW expansion as set out in the Traffic Report.

An approach by ARUP on behalf of the AGNSW and The Wharf Terraces was made to the RMS seeking the authority's in principle support and willingness to consider signalisation of the intersection as part of the AGNSW development proposal.

The response from the RMS's Network & Safety Services stated that the RMS does not support the expansion of the traffic signals to cover Lincoln Crescent.

Given the RMS response, the proposed right turn ban for vehicles over 6m in length from Lincoln Crescent to Cowper Wharf Road is considered application to mitigate against vehicle delays both on Lincoln Crescent and Cowper Wharf Road while maintain existing access provisions (ie. left and right turns from Lincoln Crescent) for residents of The Wharf Terraces.

### **Loading Dock Operation**

- The proposed loading dock has the capacity to accommodate 2 large trucks and some 3 cars / vans simultaneously with forward entry and exit movements facilitated with the proposed on site turning area.
- At section 4.3 in the traffic report, it is demonstrated that the existing dock has a typical generation of 9 – 15 vehicles / hour over a weekday between 9am and 8pm.
- The Strata Management Committee of The Wharf Terraces has indicated that dock activities could potentially occur outside of peak traffic periods (ie. night time deliveries) as the orientation of The Wharf Terraces may reduce the potential for acoustic implications for night time deliveries.
- It is noted that the AGNSW and The Wharf Terraces have agreed to work together to develop a mutually acceptable loading dock delivery timetable.

### **Construction Traffic Impacts**

The major implication of the AGNSW expansion on Lincoln Crescent accessibility will occur during construction. While the preliminary Construction Traffic Management Plan (CTMP) is somewhat limited in details, it is considered to have been prepared in sufficient detail to address the SEARs. Typically, more detailed construction planning and documentation is provided post approval.

Notwithstanding the above, the potential construction routes indicated in the traffic report include the use of Lincoln Crescent. Use of Lincoln Crescent for construction truck access will impact on:

- the operation of the intersection at Cowper Wharf Road / Lincoln Crescent;
- on street parking in Lincoln Crescent (spaces to be removed to accommodate work zones and sept paths);
- pedestrian access between Lincoln Crescent and Botanic Gardens;
- access to residential property driveways; and
- public car park (accessed via Lincoln Crescent).

The impact and associated mitigation / management measures will need to be further considered, assessed and documented as part of pre construction (ie. post approval) planning.

As an initial construction traffic management measure, it is recommended that construction vehicles be restricted to left in / left out of Lincoln Crescent at Cowper Wharf Road.

It is likely that if the AGNSW expansion is approved that a condition of consent will be included requiring a detailed CTMP to be prepared.

It is suggested that the detailed CTMP be undertaken in consultation with local residents and or key stakeholders such as the Wharf Terraces.

Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



**Jason Rudd**  
**Director**





# KANNFINCH

## DESIGN REVIEW REPORT

ART GALLERY OF NSW EXPANSION PROJECT  
SYDNEY MODERN

MAY 2018

**Preliminary Design Assessment of Art Gallery of New South Wales Expansion (Sydney Modern Project) on The Wharf Terraces.**

Kann Finch has been independently engaged by **The Wharf Terraces (TWT)** to assist in the resolution of two items:

**Item 1: The use of the existing lift within The Wharf Terraces for accessibility to and from the Sydney Modern Project (Art Gallery of NSW Expansion Project).**

**Item 2: The visual and environmental impact of the Gallery 3 wall fronting Lincoln Crescent (above the South Tank) on The Wharf Terraces.**

On behalf of the client, Kann Finch requested and obtained a series of CGIs (Computer generated Images) and perspectives from The Sydney Modern Design Team, including the Art gallery of NSW, Architectus and SANAA demonstrating the following:

- Options for lift access.
- The visual impact of the wall on TWT.

This followed a series of sketches prepared by Kann Finch proposing possible solutions, and a follow up meeting held at The Wharf Terraces on the 26th March 2018.

This report is intended to provide a review and summary of the above, and present an opinion, after reviewing the above options (attached) for consideration by the Sydney Modern Team.

**Item 1: The use of the existing lift within The Wharf Terraces for accessibility to and from the Sydney Modern Project (SMP - Art Gallery of NSW Expansion Project).**

**Existing Design**

The existing design as it currently stands proposes that access to the SMP (Disability Access) is via an existing lift within the Wharf Terraces.

Art gallery visitors will use this lift, to then gain access to an existing link bridge which crosses Lincoln Crescent, and move along a path to a new external glazed lift, which then provides access to the flexible lawn space (between the existing Art Gallery of NSW and the proposed expansion) and the main entry lobby.

The existing lift within the Wharf Terraces is 20 years old. The Wharf Terraces were completed in 1998).

This lift is operated by a concierge at the reception, who monitors and controls the use of this lift.

**TWT (The Wharf Terraces) – Residents' concerns regarding the current design**

The residents of The Wharf Terraces have raised concerns about the use of this lift. The following issues have raised:

- The current lift doesn't comply with the newer disability standards and requires a significant upgrade
- An increase in visitors to the SMP will impact on the use of this existing lift.
- Woolloomooloo is also undergoing significant change which may increase the population within the area and further increase visitation to the SMP.
- An increase in use will require increase monitoring and attendance by the concierge
- A significant project such as the SMP should address the issues of pedestrian and visitor access and permeability and deal with the issues of access within the project itself without adding to the existing operational pressures on the TWT.

The above issues were raised and discussed with the SMP design and client team. Accordingly, alternative proposals for lift access were prepared and issued to the residents of the Wharf terraces for review.

Kann Finch presented these and discussed the pros and cons of each design alternative.

The SMP design team presented 5 options:

**Option 1:** Single Lift (current design)

**Option 2:** Single Lift within SMP – with Bridge

**Option 3:** Two Lifts within SMP

**Option 4:** Straight Ramp within SMP

**Option 5:** Curved Ramp within SMP

### **Pros and cons**

#### **Option 1: Single Lift (current design)**

The current design has a significant impact on the existing lift within the TWT. This design will require the TWT to monitor and manage the use of this lift; in addition, this lift will require upgrade, and maintenance. In addition, while we understand that various population and visitation studies have been conducted regarding the use of this lift, the studies prepared have not considered any uplift in the overall Woolloomooloo population due to increased development etc.

#### **Option 2: Single Lift within SMP– with Bridge**

This option provides for a single lift; however this lift is now connected via link bridge which has significant visual impact and detracts from the simplicity and minimalism of the architecture of the Sydney modern.

This option is regrading as having a significant visual impact on the SMP and may also have some safety issues.

#### **Option 3: Two Lifts within SMP**

This option allows for two lifts, one in the current position, and the inclusion of a second lift which provides access to the proposed egress corridor onto Lincoln crescent.

#### **Option 4: Straight Ramp within SMP**

This option allows for one lift, with access to a ramp which cascades down to Lincoln crescent. It has a significant visual impact and affects the proposed landscape area dramatically, reducing the amount of landscaping in this zone.

### **Option 5: Curved Ramp within SMP**

This option is as per Option 4; however it has a curved ramp.

### **Preferred option:**

Having reviewed the above 5 options, TWT resident committee agreed that **Option 3 – Two Lifts was the preferred design.**

### **Reasons:**

- The design has minimal impact on the landscape
- The design is visually insignificant and blends in with the landscape
- The design is dedicated to the SMP and can be managed and operated by the SMP Facility management operators
- The new design has been designed to current Australian accessibility design standards
- The design will be dedicated to, and designed to cater too, and accommodate potential increases in visitor volumes over the next 50 years.
- There will be a significant reduces impact on the existing lift within TWT.

TWT residents recognise that the design does have its problems to, however we believe that these problems are manageable, for example:

Additional security cameras can be installed, security (which will be active on site) can 'come down' and escort ambulant, or disabled customers. After hours security can monitor and police access at this location, and the lift and lift lobby could be designed as a smart and attractive and discrete entry to the SMP which is a complementary and considered entry / exit location.

We also believe strongly that a significant architectural landmark such as the Sydney Modern should address disability access in the most sophisticated manner while adhering to the most recent Australian design standards for access.

This option would reduce the impact on the existing lift, allow the existing lift within the WTA to be used for its intended purpose, and provide a new dedicated lift to the SMP.

### **Conclusion**

We conclude that **Option 3** is a suitable and acceptable design proposition, and one that the residents of TWT can accept and support.



**Item 2: The visual and environmental impact of the Gallery 3 wall fronting Lincoln Crescent (above the South Tank) on The Wharf Terraces.**

**Existing Design**



The above images illustrate the impact of the Gallery 3 wall on Lincoln Crescent and The existing Bunker wall.

The Gallery 3 volume sits on approximately half of the extent of the bunker wall (see below)



This volume is surrounded by landscaped areas.

### TWT (The Wharf Terraces) – Residents’ concerns regarding the current design

The residents of the Wharf Terraces have the following concerns:

- The Gallery 3 wall has little relief. It is a large wall and has a significant presence on the Bunker terrace and Lincoln crescent.
- The existing Bunker wall, when combined with the Gallery 3 wall above, presents a significant monolithic façade and Lincoln Crescent becomes a canyon effect.

### Opportunity

We believe an opportunity exists to provide landscaping relief to both of these walls, in particular, to the Gallery wall.

The design significantly reduces existing vegetation and landscaping within the Botanical Gardens.

The gallery 3 volume itself is adjacent to two landscape zones.

We propose that landscaping relief is provided to both of these large volumes in order to reduce the impact of these walls on the Wharf Terraces and Lincoln Crescent, and to blend the design into the

botanical gardens. This could be adhered to the facade of the gallery wall, and onto the Bunker terraces themselves.

### **Conclusion**

The residents of the Wharf terraces recognize the significant architectural merit of the new SANAA – Architectus designed Sydney Modern Project.

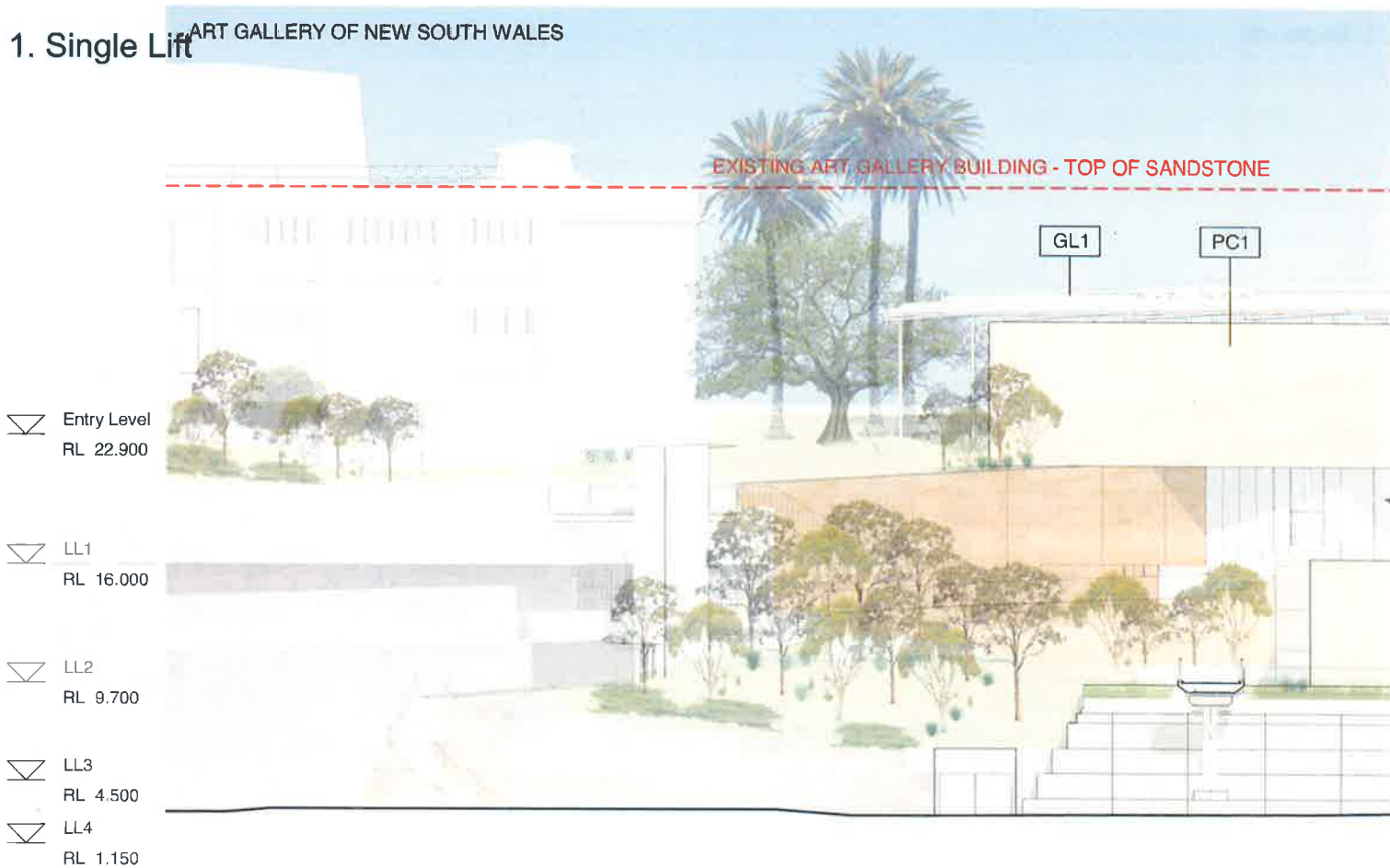
We believe the objections we have raised are minor in nature, and will significantly complement the proposed design.

## 1. Single Lift





# 1. Single Lift

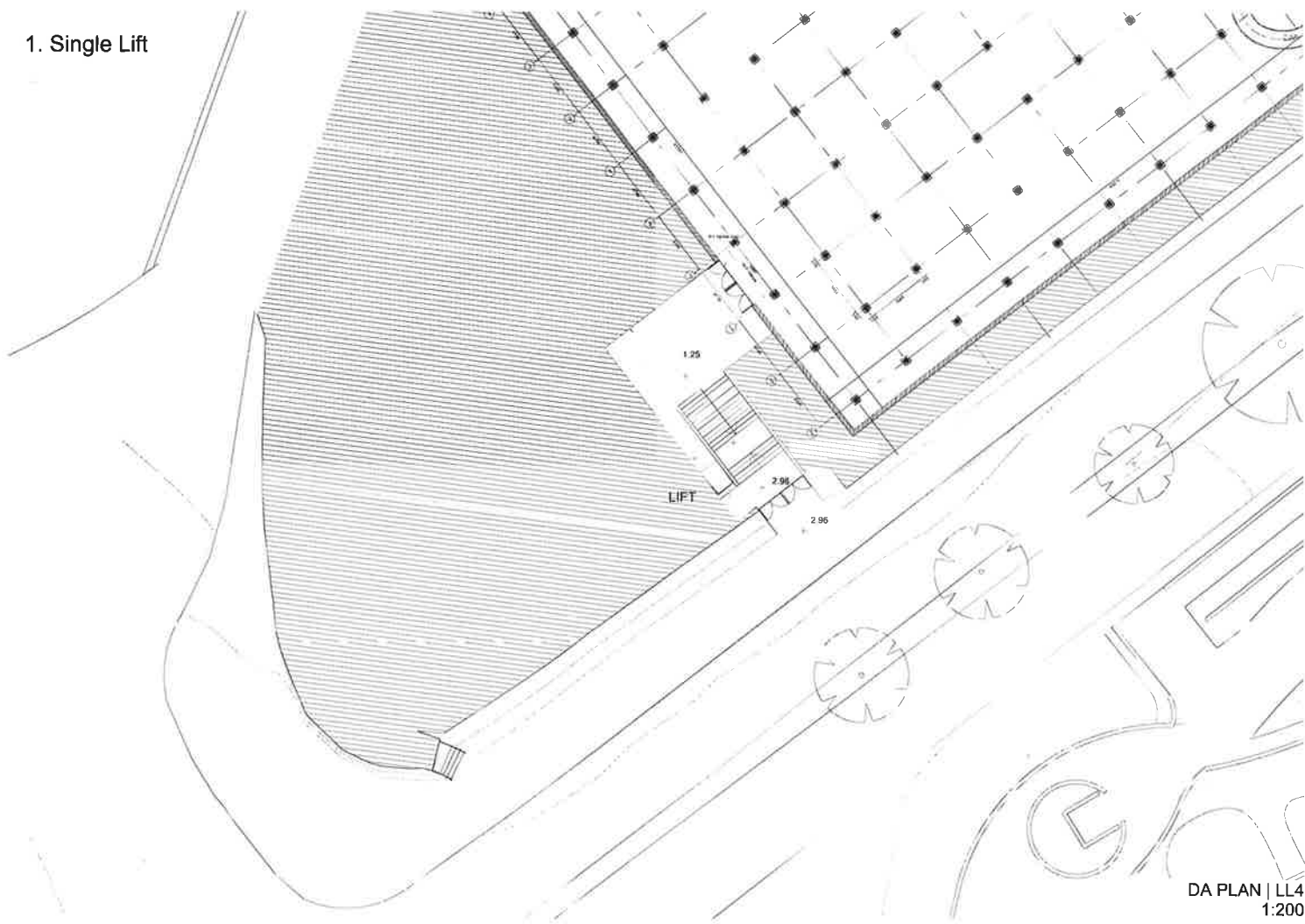


1 East Elevation  
Scale: 1 : 250





1. Single Lift

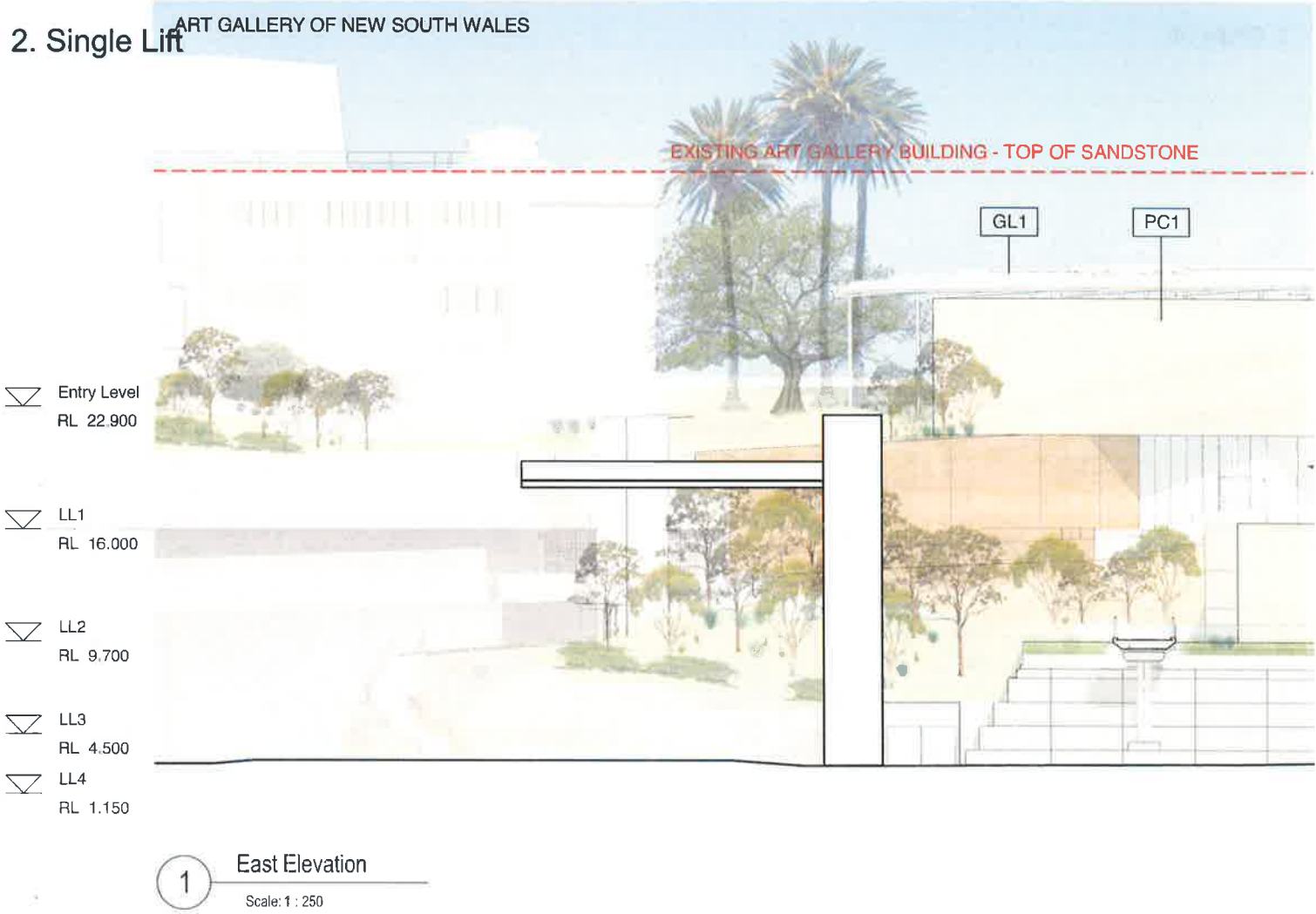


2. Single Lift

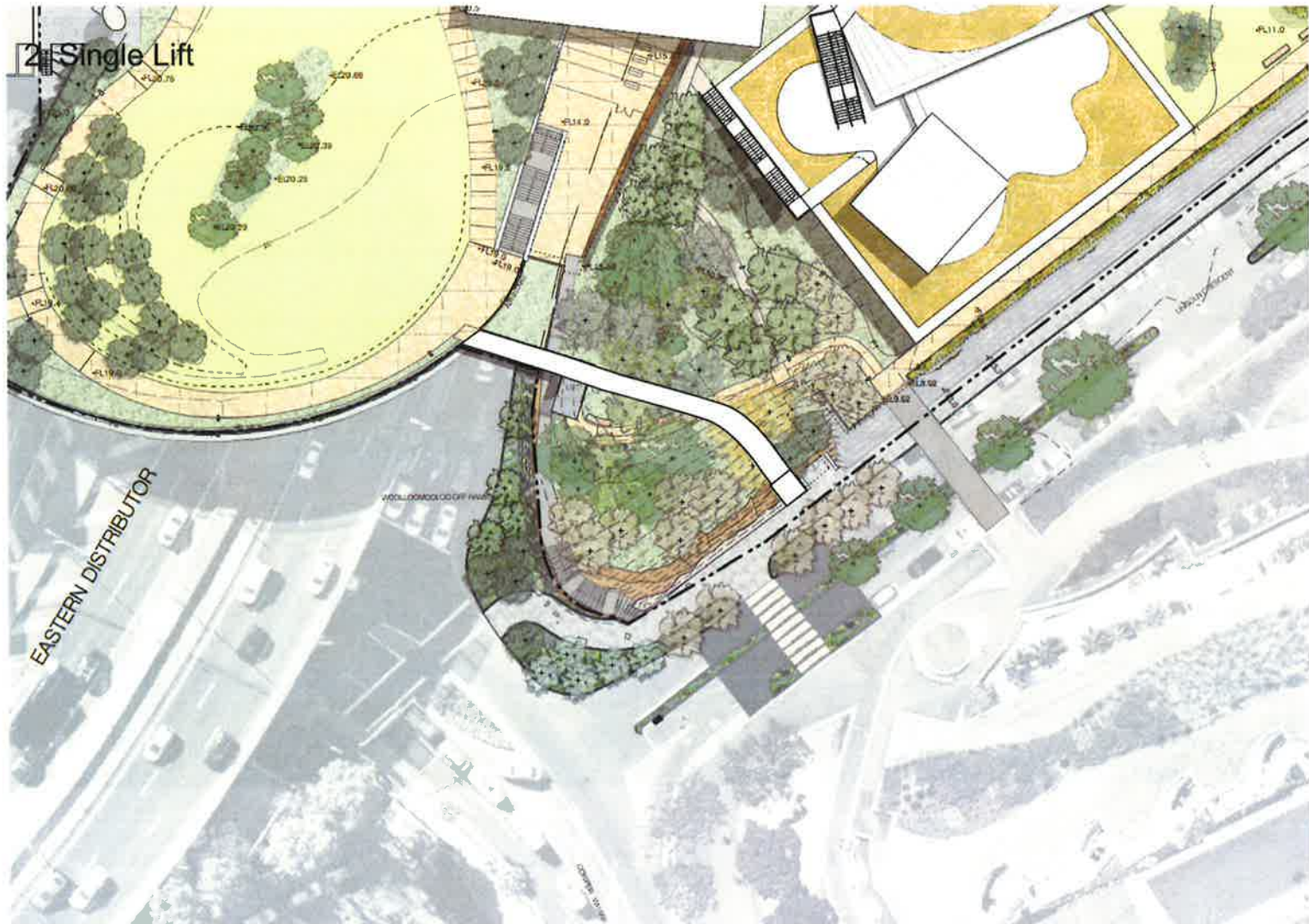


ART GALLERY OF NEW SOUTH WALES

## 2. Single Lift







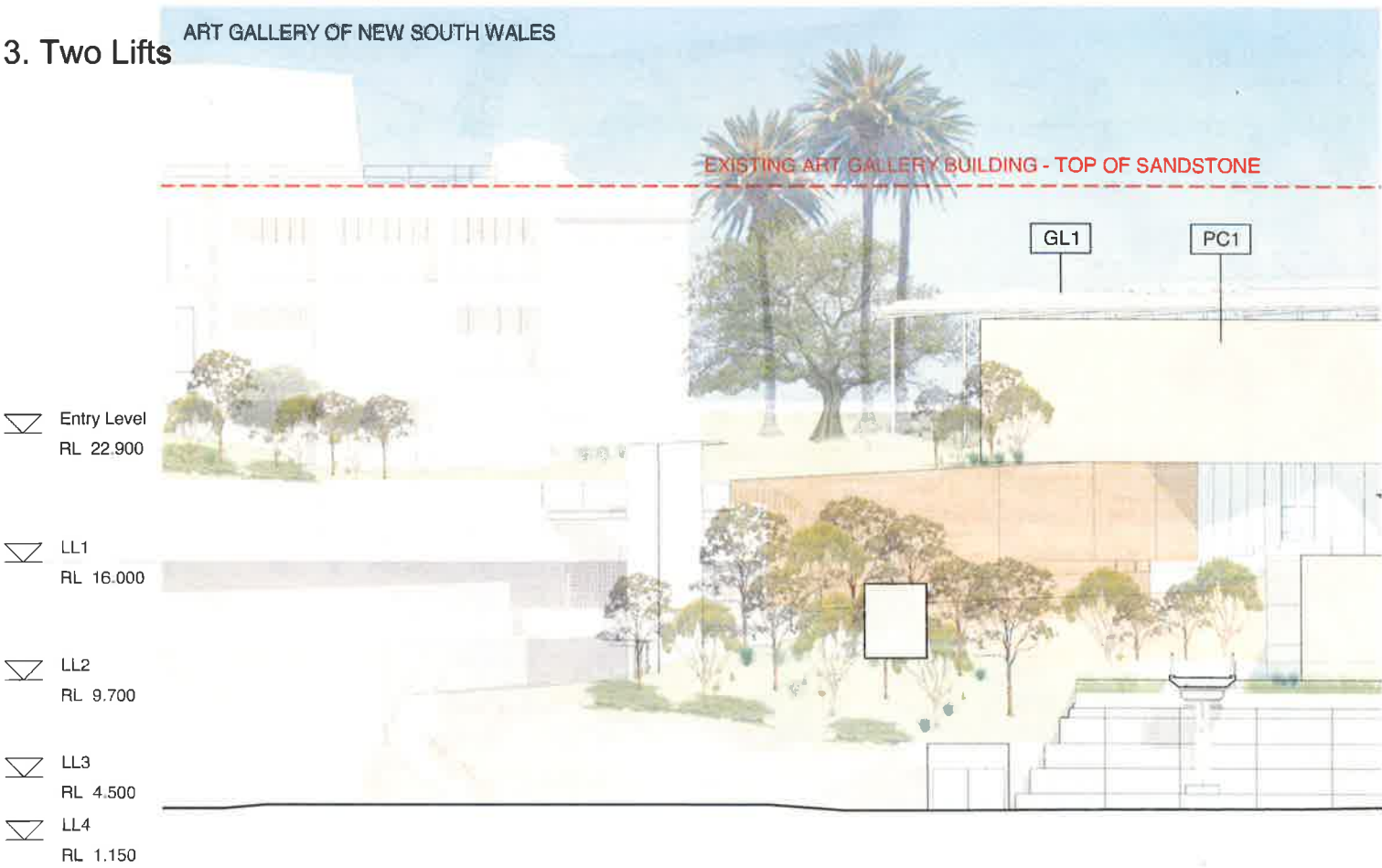


3. Two Lifts



3. Two Lifts

ART GALLERY OF NEW SOUTH WALES



1

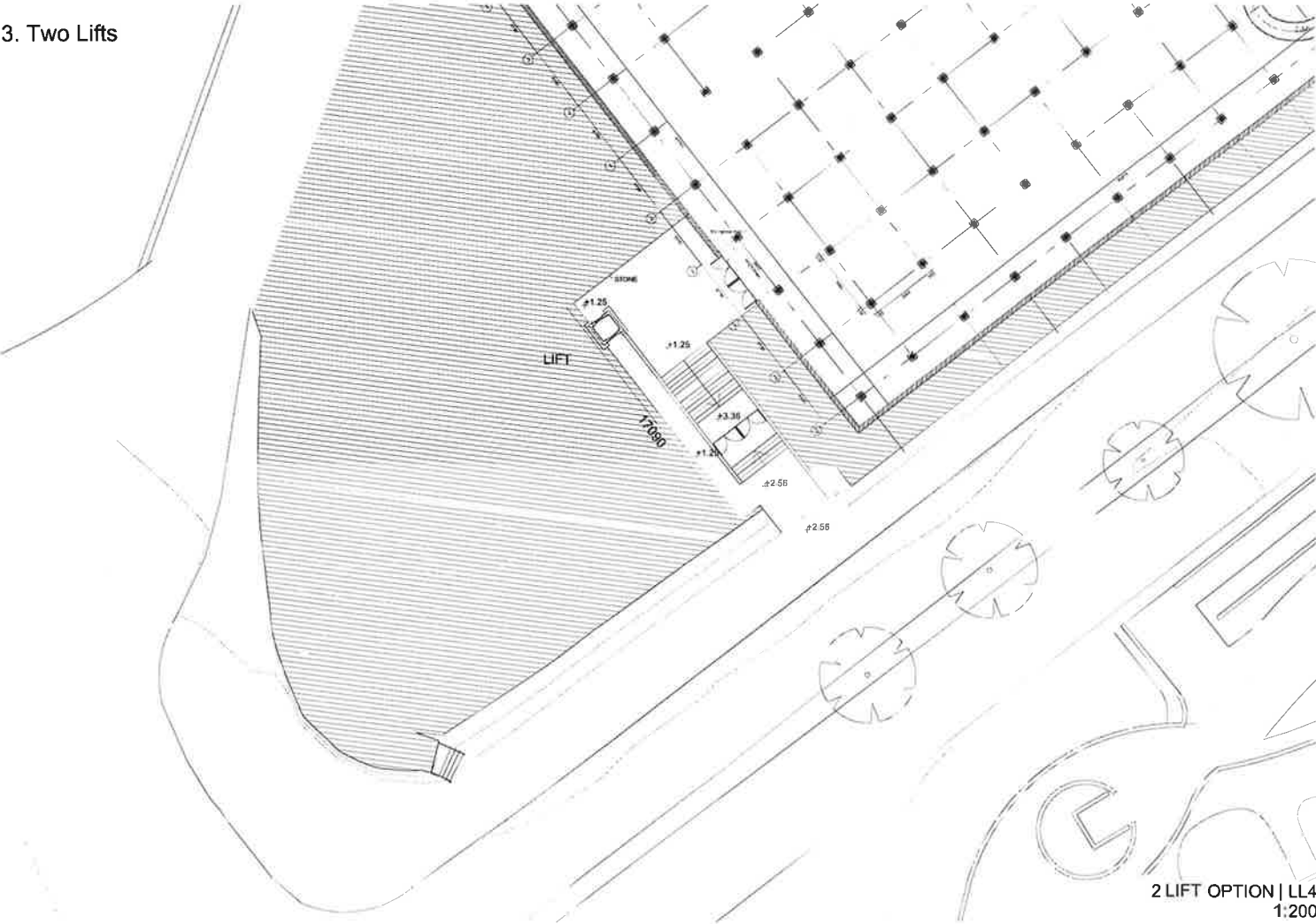
East Elevation

Scale: 1 : 250

### 3 Two Lifts



3. Two Lifts





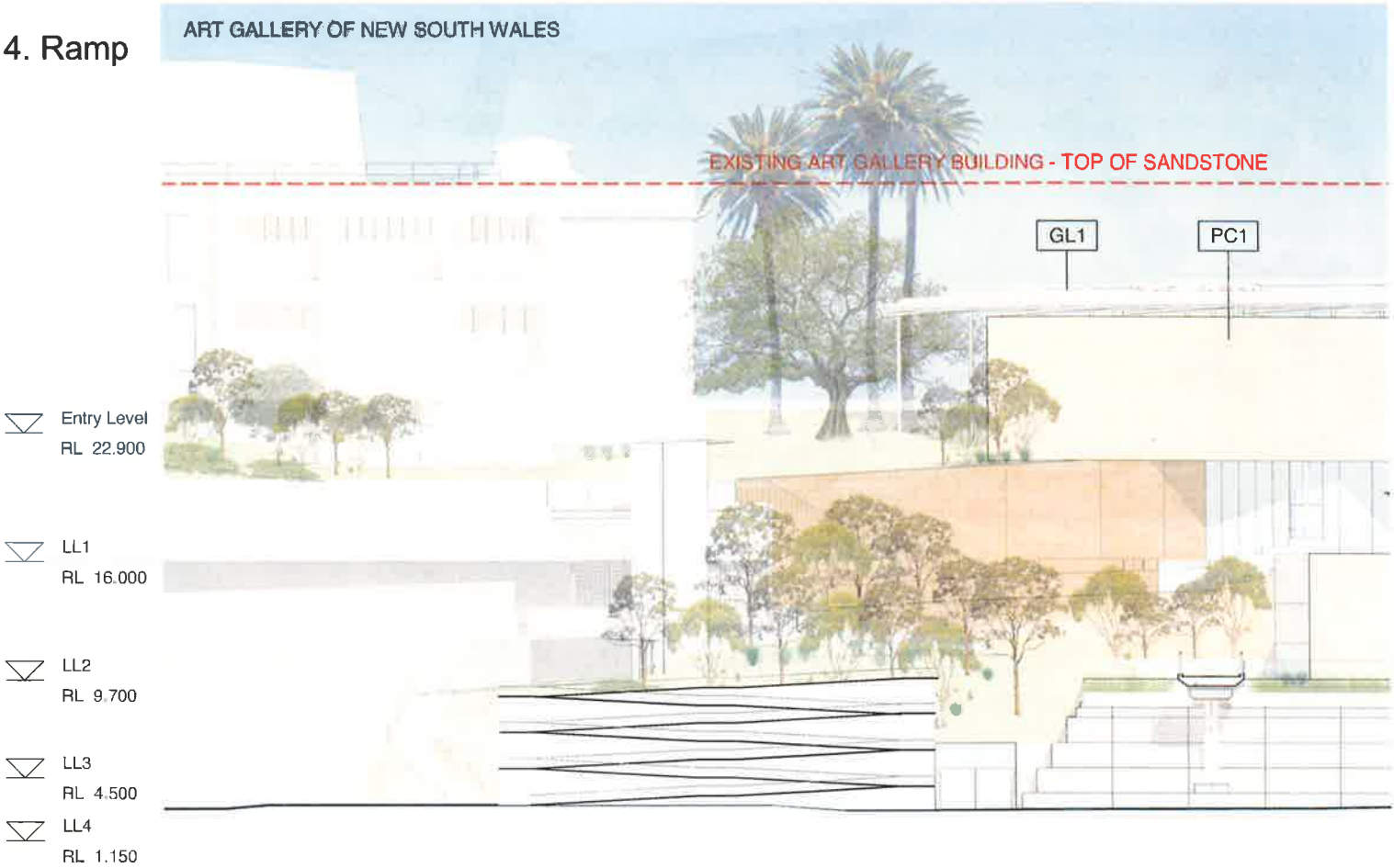
#### 4. Ramp





4. Ramp

ART GALLERY OF NEW SOUTH WALES



1 East Elevation  
Scale: 1 : 250







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