

## **SSD 6471 - Sydney Modern, Art Gallery of NSW, Sydney**

This submission concerns the Traffic Impact Assessment (TIA).

### **1. Visitor numbers**

According to the TIA:

Currently the Gallery has an annual visitation of 1.1 million. The Sydney Modern Project will provide the capacity to increase visitation from the current level to over 2 million people a year.

The forecast visitor numbers are well below the existing numbers for other leading art museums, eg National Gallery of Victoria 2.7 million in 2016.

The TIA does not consider what would happen if AGNSW achieved higher visitor numbers, especially if further extensions were to be proposed in the future.

### **2. Impact of coaches and shuttle-buses on the environment of the Domain and RBG**

The TIA does not consider the intrusiveness of the traffic on Art Gallery Road on the park environment.

The TIA states:

The current arrangements will need to be maintained whereby coaches depart the site and park remotely before returning for pick-up at the northern side of Art Gallery Road.

The TIA does not consider alternatives. The most obvious is to locate the coach drop-off/pick-up on St Mary's Road. This would eliminate the intrusion of the coaches into the park environment. If it is OK for visitors arriving by train to walk for 10 minutes to reach the AGNSW, it is surely OK for those arriving by coach to walk for 5 minutes.

### **3. Access to rail stations**

Public transport access to AGNSW does not match that which other leading art museums enjoy. The TIA does not adequately consider improving public transport access. It does not consider the possibility of a new station on the Eastern Suburbs railway. The proximity of Martin Place and Kings Cross stations mean that a new station would significantly slow services. However, trains need only stop at AGNSW during normal gallery hours, so peak hour services could remain the same.

A new station would be expensive. Eight-car trains might necessitate extending platforms over the Eastern Distributor. However, the need is to plan for a future station, not to build it immediately. Planning for a future station would enable the proposed shuttle bus and coach facilities to be scaled back. And there must be good pedestrian routes from the station entrances to the AGNSW entrances.

### **4. Suggested changes to the proposals**

I suggest the following changes to the proposals:

- Make the layout compatible with a future new railway station on the Eastern Suburbs railway
- Provide the coach drop-off/pick-up on St Mary's Road
- Scale back the entry plaza

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