

Art Gallery of NSW ("AGNSW") Expansion Project – Sydney Modern (SSD 6471)

I am a Resident of 10 Lincoln Crescent Woolloomooloo NSW 2011 known as The Wharf Terraces ("TWT").

A Notice of Exhibition dated 13 November 2017 was sent to all Owner/Occupiers of TWT notifying of the opportunity for submissions to the NSW Department for Planning & Environment by close of business on Friday, 15 December 2017.

As TWT complex will be the most directly impacted by this Project, both during its construction stage and once completed, I make this submission in an endeavour to ensure the Owner/Occupiers of TWT are, to the extent possible, protected with regard to the implications of this Project on the amenity of their day-to-day life, the neighbourhood, and the cost of operating and maintaining the TWT complex.

I am in general support of the Project. However, as far as I am aware, there have been no attempts or concessions by the Project to protect or enhance the amenity of Owner/Occupiers of TWT or the surrounding area.

Key Matters of Concern

Impact of the expected large increases in vehicle/foot (car, truck and pedestrian) traffic on Lincoln Crescent and Cowper Wharf Road

- Deliveries both during construction and after completion to be directed wherever possible to the existing AGNSW loading dock.
- Limit AGNSW delivery times on Lincoln Crescent both during construction and after completion to certain morning and afternoon non-peak hours.
- AGNSW delivery vehicles in Lincoln Crescent both during construction and after completion to be limited in length (single axle trucks) and size to allow safe passage, parking and negotiation for all vehicles and pedestrians.
- No change to existing traffic flow at the corner of Lincoln Crescent and Cowper Wharf Road – it is essential that the current ability to turn right and left into and out of Lincoln Crescent is retained and should be enhanced by appropriate reconfigured traffic lights and "Keep Clear" areas on Cowper Wharf Road junction. This would also assist pedestrians crossing Lincoln Crescent.
- The use of Lincoln Crescent as a repository to park Eastern Distributor Traffic Incident and Breakdown support vehicles and broken down vehicles themselves be discontinued. These vehicles frequently block traffic flow.

Pedestrian and Disabled access to the Domain and Project both during construction and after completion

- A Project of this size and stature should be able to provide its own and adequate access for all patrons.
- Existing but enhanced stairways and pathways should be retained at the Lincoln Crescent and Cowper Wharf Road junction to handle increased pedestrian traffic
- A lift should be installed adjacent to/in the Project on Lincoln Crescent near Cowper Wharf Road junction for Disabled access to replace or link with the proposed lift on the existing land bridge over the Eastern Distributor.
- The Disabled access lift in the TWT complex was never intended to be used as a conduit to AGNSW or the Project. The terms of the Easement for this lift make that quite clear (see relevant pages of Easement attached).

Lincoln Crescent

- There should be no “Canyon” effect in Lincoln Crescent and existing views from TWT to city skyline should be protected.
- Eastern wall of the lower Pavilion of the Project should be set back, its impact softened both architecturally and by landscaping.
- Existing 3 step concrete wall of disused Naval Bunker should be adaptively landscaped and a safety fence placed along its top.
- Existing Power Poles should be removed and Cables moved underground.

Sea Water- Air Conditioning Cooling System and Sea Water Pump Chamber

- There should be no physical, ambient, environmental or ecological impact on TWT, the TWT Marina or navigation areas, low tide remnant beach and stone retaining wall, small Domain Park area adjacent to electrical substation and TWT, timber overwater footbridge and sculptural historical female swimming pool and adjacent area.
- A timber overwater footway should be extended from the sculptural historical female swimming pool and adjacent area along Woolloomooloo Bay and around the eastern side of Boy Charlton Pool to link up with the Domain Sea Wall walk and Ferry Wharf (see below). Alternatively, as a minimum, the steps to Mrs Macquarie’s Road from the timber overwater footbridge and sculptural historical female swimming pool and adjacent area should be completely rebuilt to modern standards, as they are a safety hazard.

Ferry Wharf

- A Ferry Wharf should be established at Boy Charlton Pool with ambulatory access to the Project. This would be a stunning entrance to Sydney Modern – especially for people not living in the Eastern Suburbs or those sufficiently endowed to boat on Sydney Harbour.

Amenity

- The Project should actively canvas with TWT ways it can enhance the amenity and environmental aspects of TWT and its immediate surrounds. This could include for example, the provision of an array of rooftop solar panels for the exclusive use and benefit of TWT.

Yours sincerely