



Report from the Sydney Harbour HighLine Association to The Lavender Bay Rail Committee – March 2018

Following:

- the guarantee given by the Premier with respect to the rail land between Luna Park and Waverton Station remaining in public hands,
- the advice from the Office of Transport that work could commence on the HighLine, and
- confirmation by Sydney Trains that the HighLine and the rail line could co-exist,

the SHHL Association engaged experts to carry out a high-level scoping study and costing of the HighLine which are now presented in the appendices to this report.



Sydney Harbour
HighLine

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March 2018



Sydney Harbour HighLine Association Report to Lavender Rail Line Committee – March 2018



1. Background

There is agreement between the Premier, the Minister for Transport and Sydney Trains that

- the Sydney Harbour HighLine (SHHL) will extend from Waverton Station to Luna Park; and be built and used in conjunction with Sydney Trains and Transport Heritage NSW.

During 2016, meetings were held with State & Federal Government Members and the SHHL Association representatives.

During 2016 and 2017, a series of public meetings with local residents was conducted by the SHHL Association.

In February 2017, a proposal was put by the SHHL Association to Mr Chris Muir, Chief of Staff for the Minister of Transport and Infrastructure.

- Mr Muir advised
'I can confirm that the Minister and Sydney Trains have agreed that work to create a walking path along the Lavender Bay Spur can commence on the side where tracks have been removed before the active rail line is closed on the other side of the spur.'

In March 2017, the Premier and Ms Felicity Wilson MP guaranteed the Lavender Bay rail line will remain in public hands.

During 2017, Felicity Wilson convened two Committee meetings of stakeholders to discuss the establishment of the SHHL.

In August 2017 Mr Howard Collins, Chief Executive of Sydney Trains confirmed:

- Sydney Trains wants continued access to the rail line from Waverton Station to Luna Park
- The rail line will remain a Government asset.
- Sydney Trains will share the corridor with the SHHL providing there is a fence separating walkers from the trains.
- Sydney Trains does not want any pedestrian crossings on the rail line.
- Sydney Trains will conduct a detailed analysis and costing of the project that will be completed within months.
 - This analysis will be carried out by and at the cost of Sydney Trains. However, Sydney Trains does not have the funding for construction of the SHHL walking trail.
- The appointment of Mr Rino Matarazzo as Sydney Trains' representative on the project.

In November 2017, Mr Matarazzo presented a high-level analysis of the track to the Committee and raised a number of issues.

In December 2017, Messrs Howard Collins and Rino Matarazzo of Sydney Trains met with Ian Mutton and David Bowman of the SHHL Association. During this meeting

- Mr Matarazzo provided a copy of the high-level analysis, completed in August 2017, which he had presented to the Committee in November.

In March 2018, Mr Matarazzo advised that Sydney Trains had started investigation work for the relocation of the troughing.

- He advised that this work will take 4 months to complete.



2. SHHL Association Report at March 2018

The SHHL Association reviewed the Sydney Trains analysis dated 15th August 2017 that was released to the Association on 22nd December 2017. It now submits this Report outlining details of the SHHL based on the information available to it at this stage.

2.1 Design requirements

| Distance of safety fence from mid rail line | | | |
|---|----------------------|---------------|-------------|
| Engineering Standard Track ESC 215 ASA 6.12 | | Sydney Trains | SHHL Design |
| 3.0 metres | | 3.2 metres | 3.2 metres |
| Width of walkway – 2 wheelchairs width | | | |
| Australian Standards 1428.2 | North Sydney Council | Sydney Trains | SHHL Design |
| 1.8 metres | 1.5 metres | 2.5 metres | 2.5 metres |

| Ingress / Egress locations | North of line | Wheelchair access |
|----------------------------|---------------|-------------------|
| Union Street | Yes | Yes |
| Dumbarton Street | Yes | Yes |
| Lavender Crescent | Yes | Yes |
| Wendy's Secret Garden | Yes | No |

2.2 Design approach – summary of proposed works

It is intended that there be a fence separating trains from pedestrians for the full length of the HighLine.

- The proposed fence will be 1.8 metres high colorbond pool-style fence as currently installed along the rail boundary with Dumbarton Street.
- The fence setback of 3.2 metres requested by Sydney Trains is met along the whole of the line (or the fence is located immediately to the north of a stanchion) except below the Victoria Street Bridge (and the tunnel, which is addressed below) where the available space permits a fence line of 3 metres (which is in accordance with ASA 6.12) and a walkway of 1.81 metres (which is in accordance with ASA 1428.2 and North Sydney Council pathway code) for a distance of approx. 4 metres

The land from the dividing fence and the walkway on the northern side, where possible, will be landscaped.

The HighLine will extend to, but will not go beyond, the Commodore Crescent Bridge.

Older stanchions do not impede the fence setback and pathway requirements but in some cases are located in the landscaping corridor. It would be an advantage if they were replaced with new stanchions on the southern side of the rail corridor.

- It is suggested that older unused stanchions be removed.
- Should the newer stanchions not be moved then the pathway will be aligned so that the stanchions do not encroach onto the walkway.

It is intended that there be four access points, three of which will provide wheel chair access, and all will conform to Sydney Trains' design requirements.

2.3 The walkway

2.3.1 Union Street entrance to the HighLine to Pedestrian Overbridge (Plan 1)

The Union Street entrance provides a link for pedestrians to the Waverton Parklands, Balls Head, the Coal Loader and Waverton Station.

Wheelchair access will be an integral part of this entry point.

2.3.2 Pedestrian Overbridge to the John Street bridge (Plan 2)

Where there is work required to meet Sydney Trains width requirements, excavation of the cliff face will be undertaken.

- From measurements available the quantity of excavation, if any, will be minimal. A suspended walkway will be built at the John Street bridge to meet Sydney Trains walkway width requirements
- This walkway will be located where the previous rail line was constructed.

2.3.3 John Street bridge to Victoria Street bridge (Plans 2 & 3)

The landscaping will reach to the edge of Dumbarton Street.

Wheelchair access will be an integral part of this entry point.

Access to Sawmillers Reserve will be via Victoria Street bridge.

- Where needed, a footpath will be built that provides access to Victoria Street bridge.

2.3.4 Victoria Street bridge to the western end of the Tunnel (Plan 4)

The land on the northern side of the rail line rises, in part, steeply

- Land beyond the embankment is generally maintained by neighbouring owners.
- A security fence will be erected between the landscaped HighLine and the neighbouring properties on Queens Avenue.

Discussions have been held with some of these residents. These residents support the HighLine concept and the landscaping approach.

2.3.5 The Tunnel

The tunnel is one of the major features of the HighLine.

For residents, the tunnel links

- the western parks and reserves of Sawmillers Reserve, Waverton Park, Carradah Park, Berrys Bay, Balls Head Reserve and Lookout and the Coal Loader with
- the eastern parklands being Quibaree Park, Watt Park, Clark Park and Wendy's Secret Garden

For tourist groups, the tunnel with its cathedral ceiling provides a range of exciting opportunities. Although we are in the early days of design concepts we envisage the tunnel will be a significant tourist attraction that offers a visual display similar in style and quality to that seen in the Argyle Cut during Vivid.

- For example, the display on the southern wall and roof of the tunnel over its length of 310 meters might trace the history of the three peninsulas and the two bays from Milsons Point to Balls Head. It could highlight both the Aboriginal history through to white settlement and the Maritime history through to the building of the rail line and the Bridge.

Tunnel concerns expressed by Sydney Trains

Sydney Trains has raised concerns relating to the use of the tunnel by pedestrians:

- Safety
- Security
- Air Quality
- Emergency Access
- Lighting
- Drainage
- Anti-social behaviour

Safety

- The HighLine will be closed after dark, at least from Dumbarton Street to Wendy's Secret Garden.
- Sydney Trains' speed limit is 40 kms p/h; trains operate at less than this speed particularly in the tunnel.
- There will be a fence separating the rail line from the walking trail.

Security

- See safety (above) and lighting (below).
- CCTV will be installed along the length of the tunnel
- The tunnel meets the requirements of ASA 6.12 by providing a mid-rail to fence distance of 3 metres (there are no stanchions in the tunnel and the 3 metres set back conforms to the code).

Air Quality Control

- The advice to hand is that the natural ventilation of the tunnel meets applicable clean air standards.

Emergency Access

- To be further investigated.

Lighting

- The lighting in the tunnel will meet international safety and design standards.

Drainage

- New drainage will be installed in conjunction with the pathway and fencing works.

Anti-social behaviour

- See Security and lighting (above).

2.3.6 East of Tunnel to Wendy's Secret Garden (Plans 5 & 6)

Lavender Crescent access is currently used by Sydney Trains personnel and vehicles. It is proposed that this access will be open to the HighLine and will offer a point of entry to Watt Park, Quibaree Park and the Peter Kingston walkway.

Wheelchair access will be an integral part of this entry point.

Sydney Trains has proposed the existing pathway from the Lavender Crescent entry to Wendy's Secret Garden be closed to the public. It is proposed that:

- this pathway be shared by the public and Sydney Trains.
- the vacant land immediately adjoining Wendy's Secret Garden and the Sydney Trains Depot be used for a café and amenities with access through to the Garden.
- The first stage of the HighLine walking path would then commence/terminate at this point. The second stage will commence from this location when Sydney Trains allow access to the corridor currently occupied by Line 6.

The Wendy's Secret Garden entry will also provide access for pedestrians from Harbourview Crescent.

2.3.7 Wendy's Secret Garden to Luna Park (Plan 7)

A major entry point was previously proposed from Harbourview Crescent using spoil from McMahon's Point Metro Shaft. This landscaping over the southern lines provided a ramp to the HighLine at the Luna Park end while still preserving two operational lines for Heritage Trains and rehabilitation of the original platform. This proposal was rejected by Sydney Trains.

Therefore, the second stage will see the walkway extended below the Cliff Street rock face, over the Line 6 corridor, to the Luna Park boundary through to the Boardwalk and Harbour Bridge.

3. Information required from Sydney Trains

To comply with Sydney Trains requirements for the location of the HighLine the existing service troughing on the northern side will need to be relocated. We seek from Sydney Trains.

- Confirmation that troughing will be relocated to the southern side of line.
- Advice as to whether existing galvanised iron stanchions and the older stanchions may be relocated to the southern side of the line.
- Removal of older unused stanchions.
- Cost of the above work.
 - Commencement date and time to complete.

4. Operation of HighLine

The HighLine walking trail once completed will link, via the tunnel, parks under the care of North Sydney Council adjacent to Lavender Bay with those parklands and community facilities adjacent to Berrys Bay and Balls Head.

HowardCollins has advised that Sydney Trains does not wish to operate or maintain the HighLine.

Hence, it is appropriate that the HighLine, a linear park, should be under the care of North Sydney Council. North Sydney Council has indicated its in-principle agreement to such an arrangement.

5. Next Steps

Following:

- the guarantee given by the Premier with respect to the land remaining in public hands,
- the advice from the Office of Transport that work could commence on the HighLine, and
- confirmation by Sydney Trains that the HighLine and the rail line could co-exist,

the SHHL Association engaged experts to carry out a high-level scoping study and costing of the HighLine which are now presented in the appendices to this report

The next steps are:

1. Committee to meet monthly to review progress
2. Before the next Committee meeting (on 18 April 2018)
 - a. Appoint a Development Manager
 - b. Engage a Quantity Surveyor to review costings
 - c. Commission a survey that positions the fence separating walkers from trains
 - d. Sydney Trains to complete planning to relocate services and stanchions to the southern side of the line.
 - e. Ms Wilson to secure from the Premier:
 - i. preliminary funding for the above tasks; and
 - ii. in-principle full project funding.
 - f. A project application for North Sydney Council approval to be prepared.
3. Government to include the land in the existing lease for Wendy's Secret Garden.

Appendices

Location Photographs and Perspectives

Plans 1 to 7 and Sections



Union Street access, looking west



Union Street access, looking east



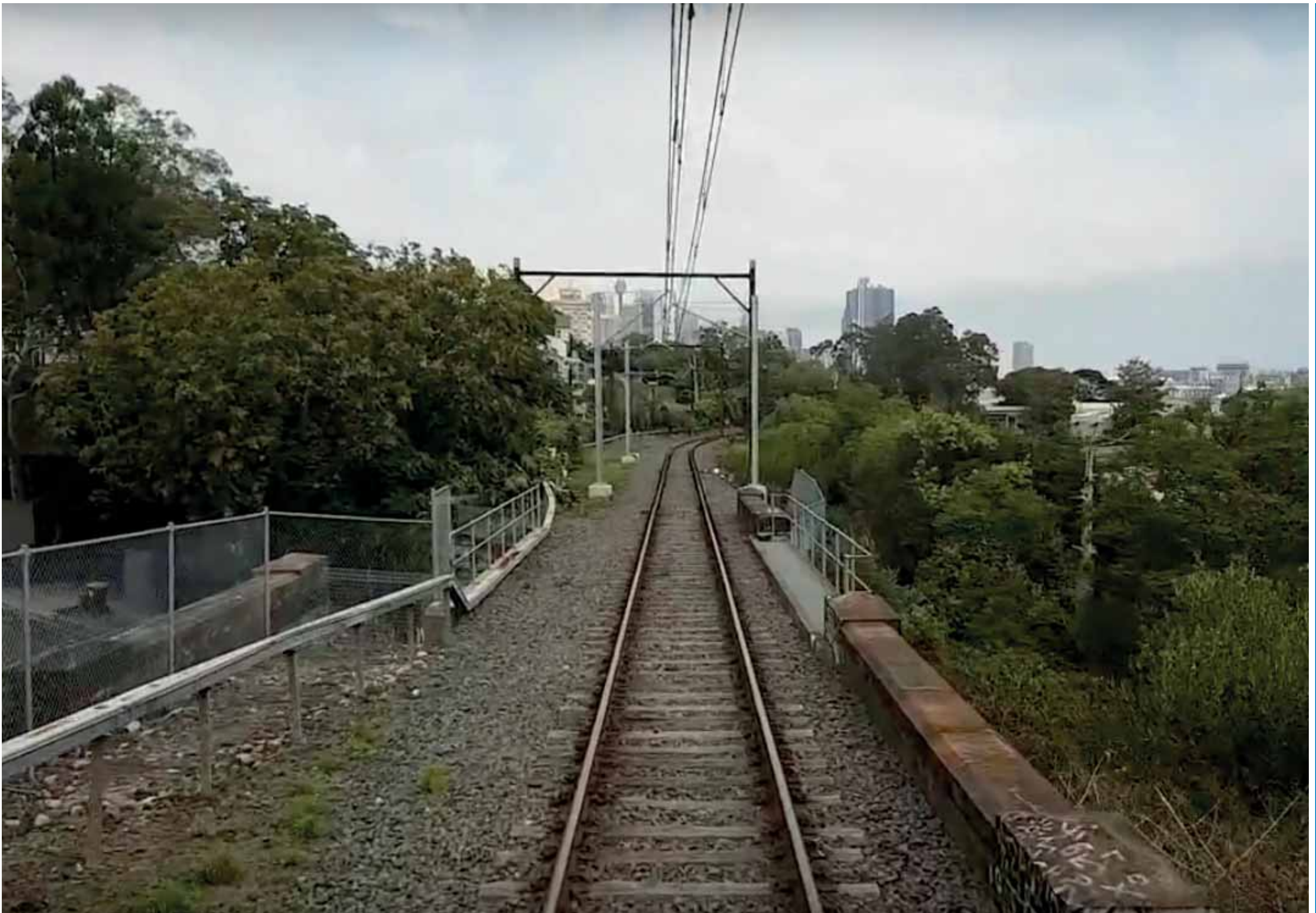
Union Street access, looking west



UNION STREET PERSPECTIVE



Between Union Street Bridge and John Street Bridge



John Street Bridge



JOHN STREET BRIDGE PERSPECTIVE





DUMBARTON STREET PERSPECTIVE



Looking west from Victoria Street Bridge



Looking east from Victoria Street Bridge

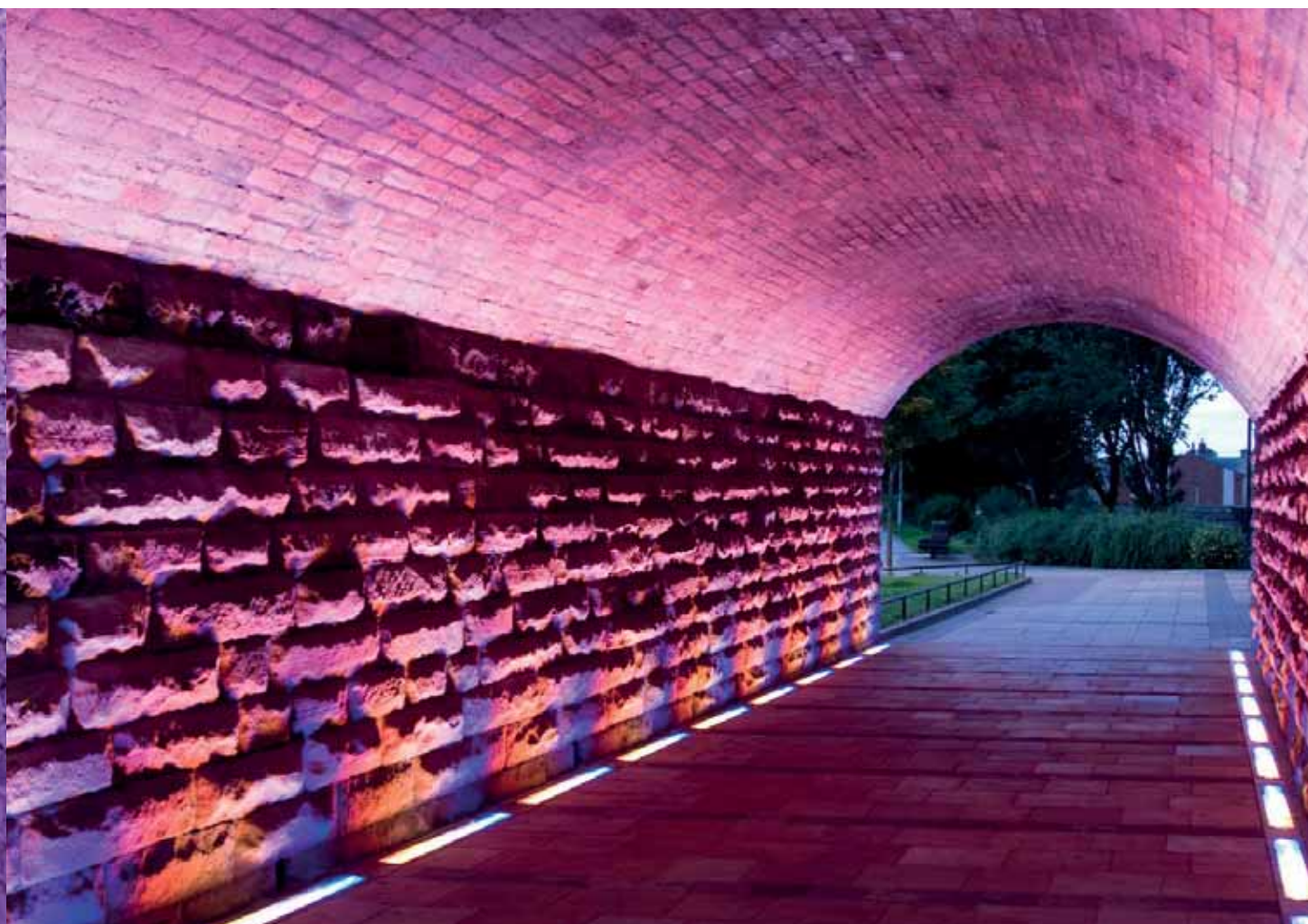


Railcorp land at rear of Queens Avenue houses



Approach from west towards tunnel







Western end of tunnel



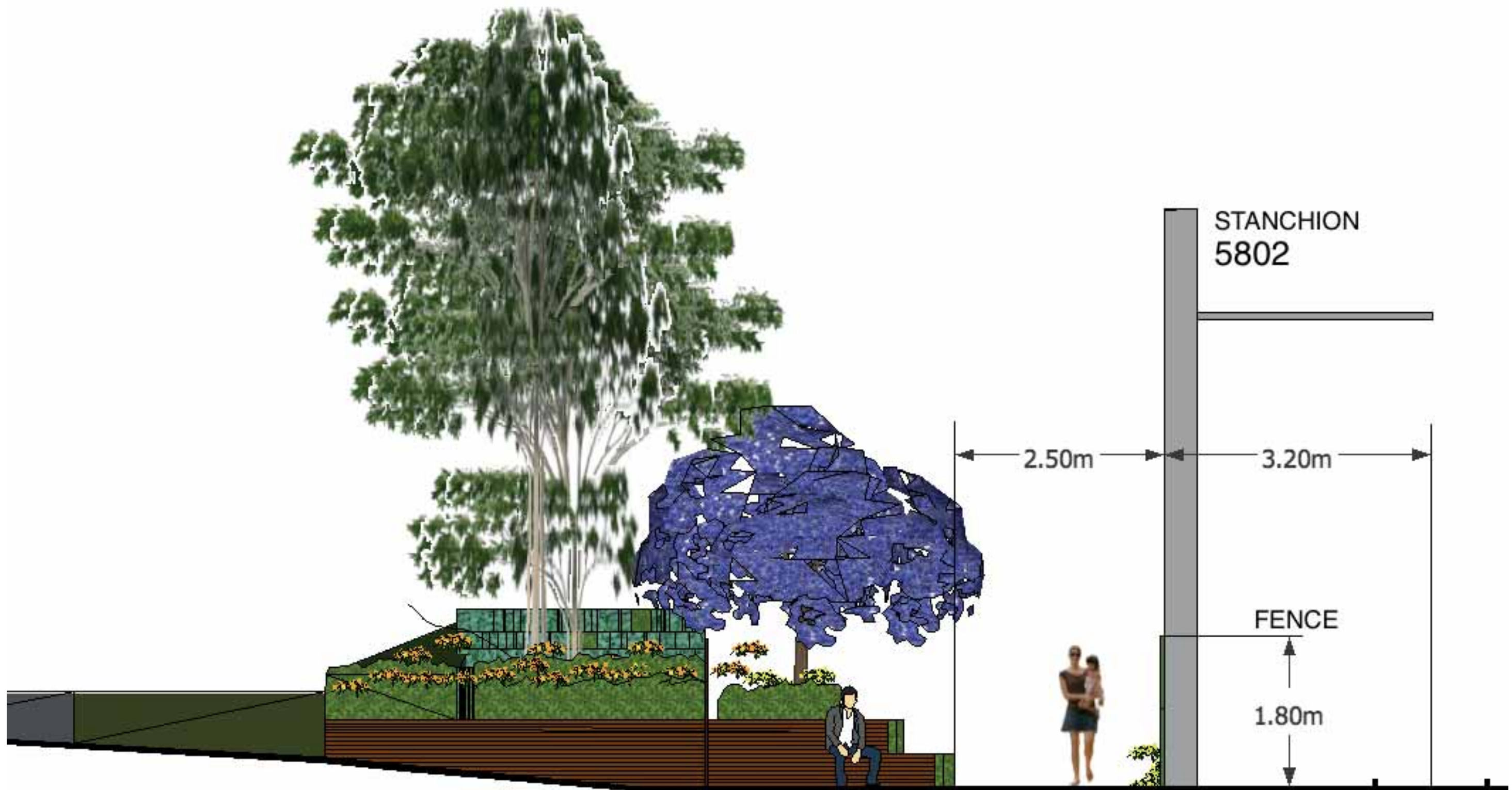
LANDSCAPED AREA PAVED WALKWAY FENCE
NEW STANCHION OLD STANCHION BOUNDARY



FEBRUARY 2018

SYDNEY HARBOUR HIGHLINE

PLAN 1



UNION STREET ENTRY SECTION AA



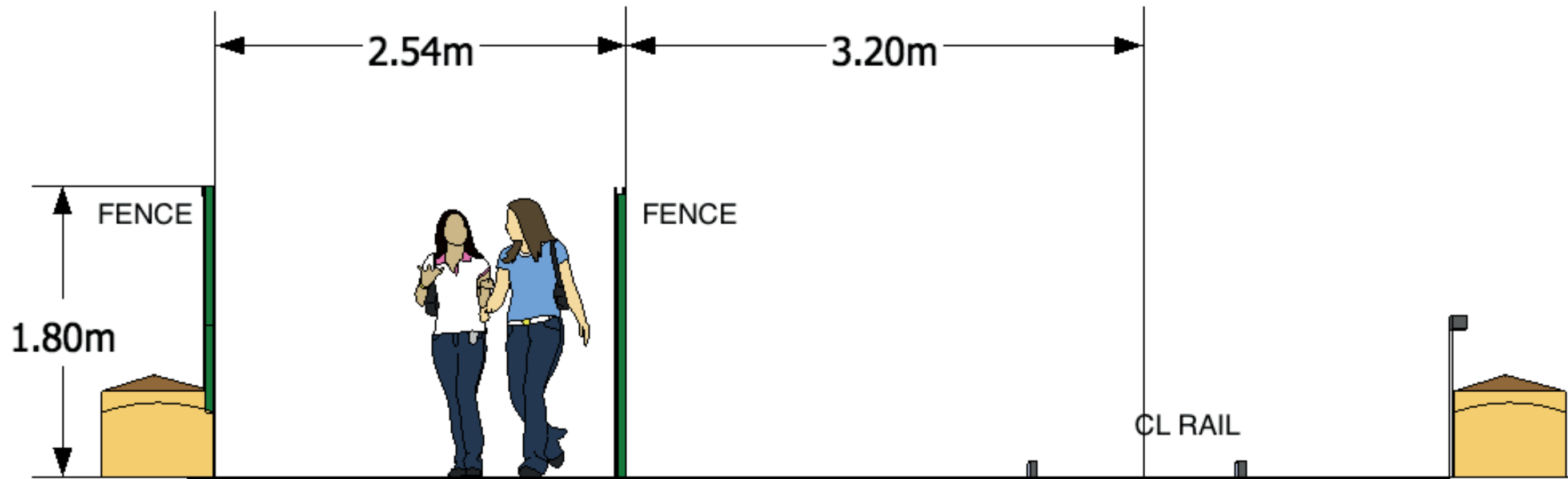
LANDSCAPED AREA PAVED WALKWAY FENCE NEW STANCHION 5802 OLD STANCHION BOUNDARY



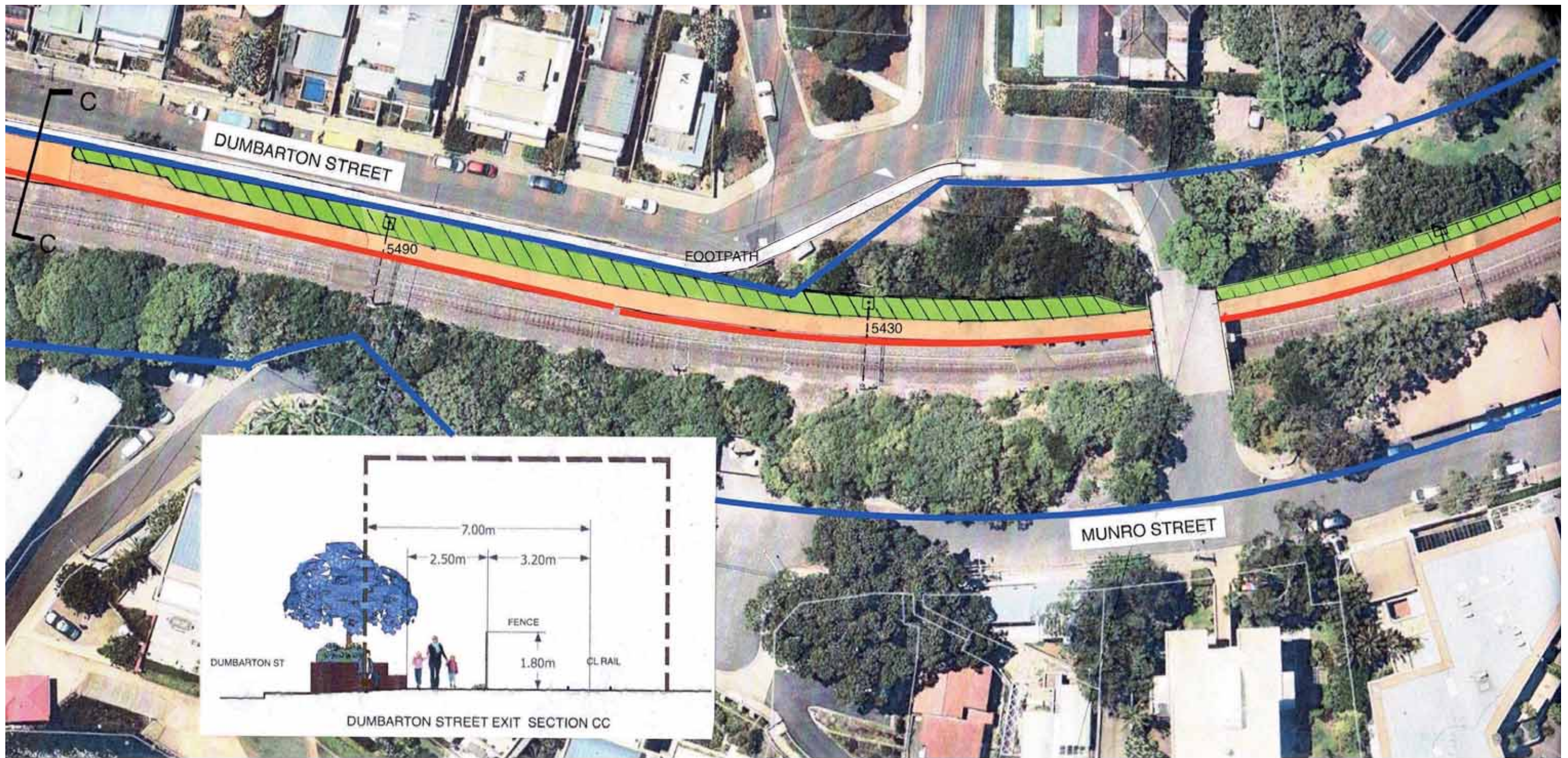
FEBRUARY 2018

SYDNEY HARBOUR HIGHLINE

PLAN 2



JOHN STREET BRIDGE SECTION BB

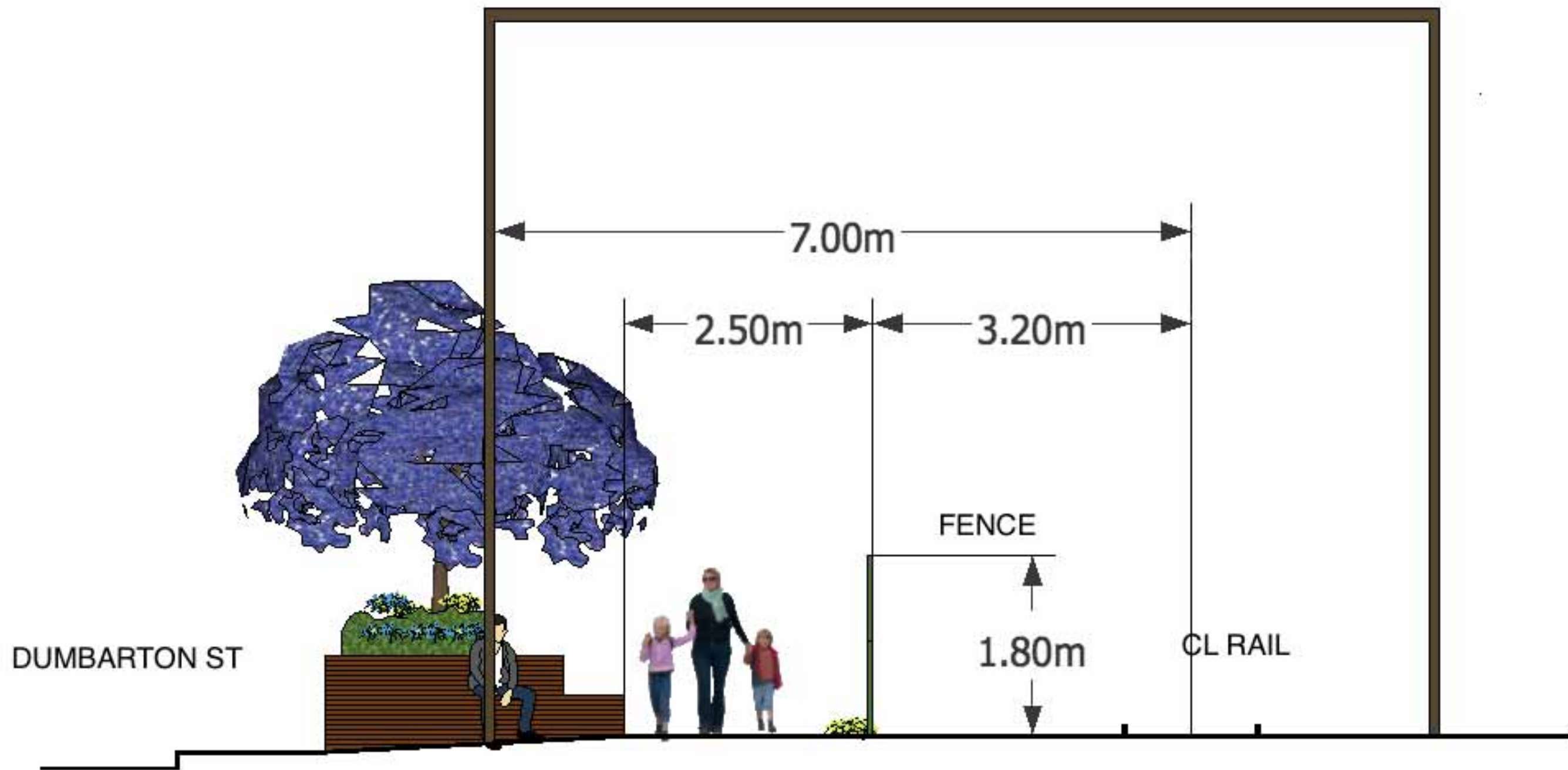


LANDSCAPED AREA PAVED WALKWAY FENCE
NEW STANCHION 5802 OLD STANCHION BOUNDARY

SYDNEY HARBOUR HIGHLINE

FEBRUARY 2018

PLAN 3



DUMBARTON STREET EXIT SECTION CC

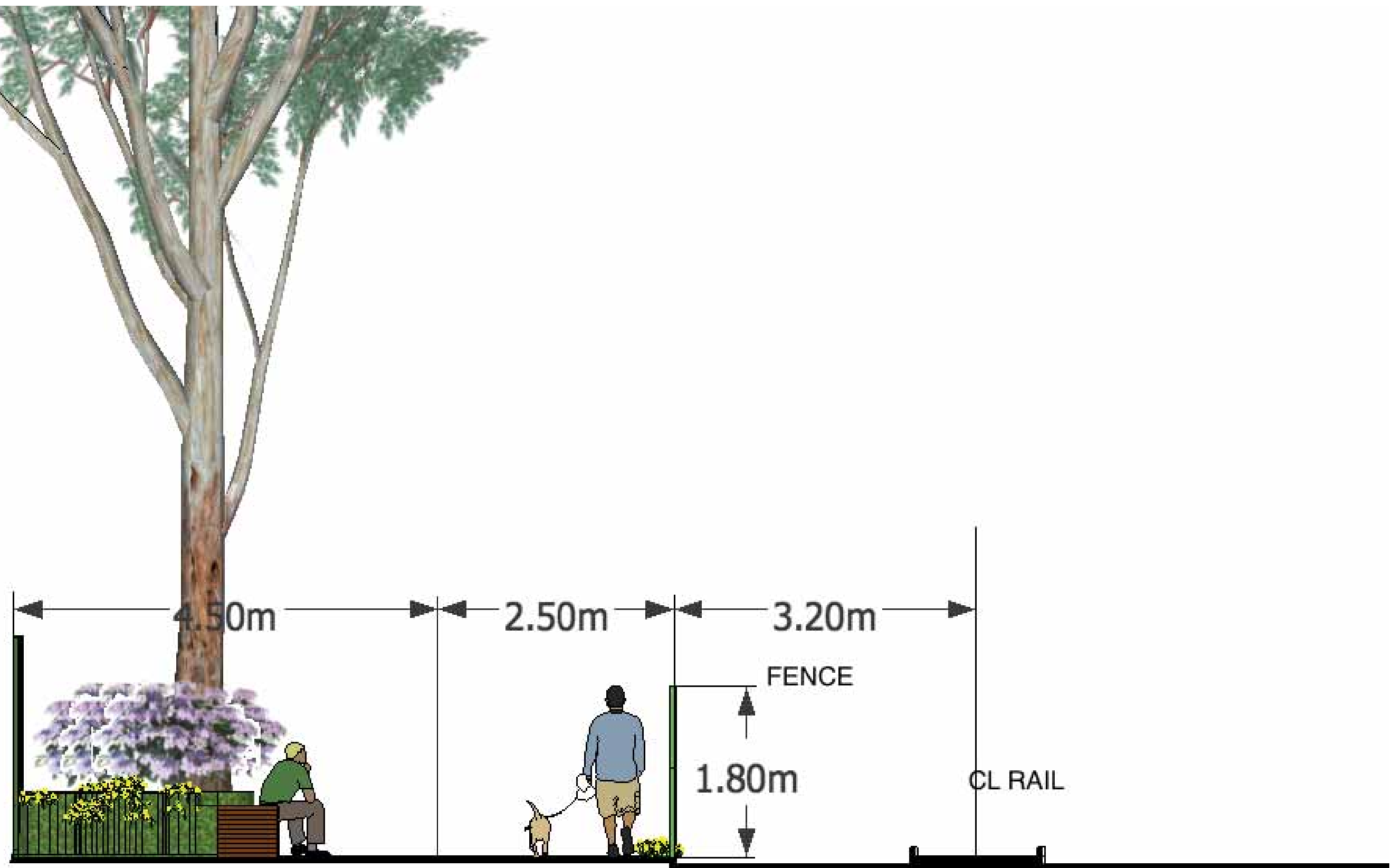


LANDSCAPED AREA PAVED WALKWAY FENCE
NEW STANCHION 5802 OLD STANCHION BOUNDARY

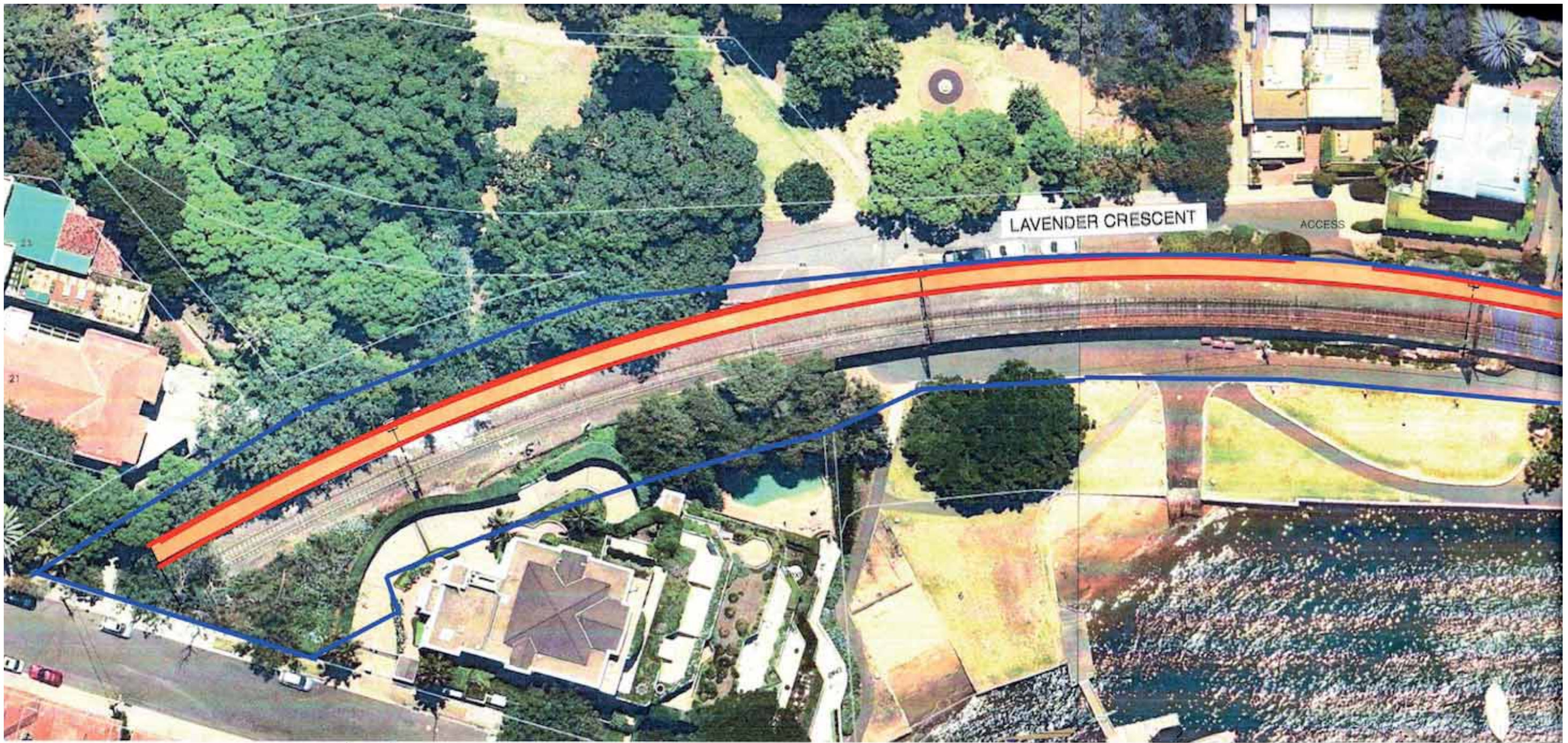
FEBRUARY 2018







SYDNEY HARBOUR HIGHLINE

PLAN 4



QUEENS AVENUE SECTION DD



LANDSCAPED AREA  PAVED WALKWAY  FENCE 
 NEW STANCHION  5802 OLD STANCHION  BOUNDARY 









FEBRUARY 2018

SYDNEY HARBOUR HIGHLINE

PLAN 5

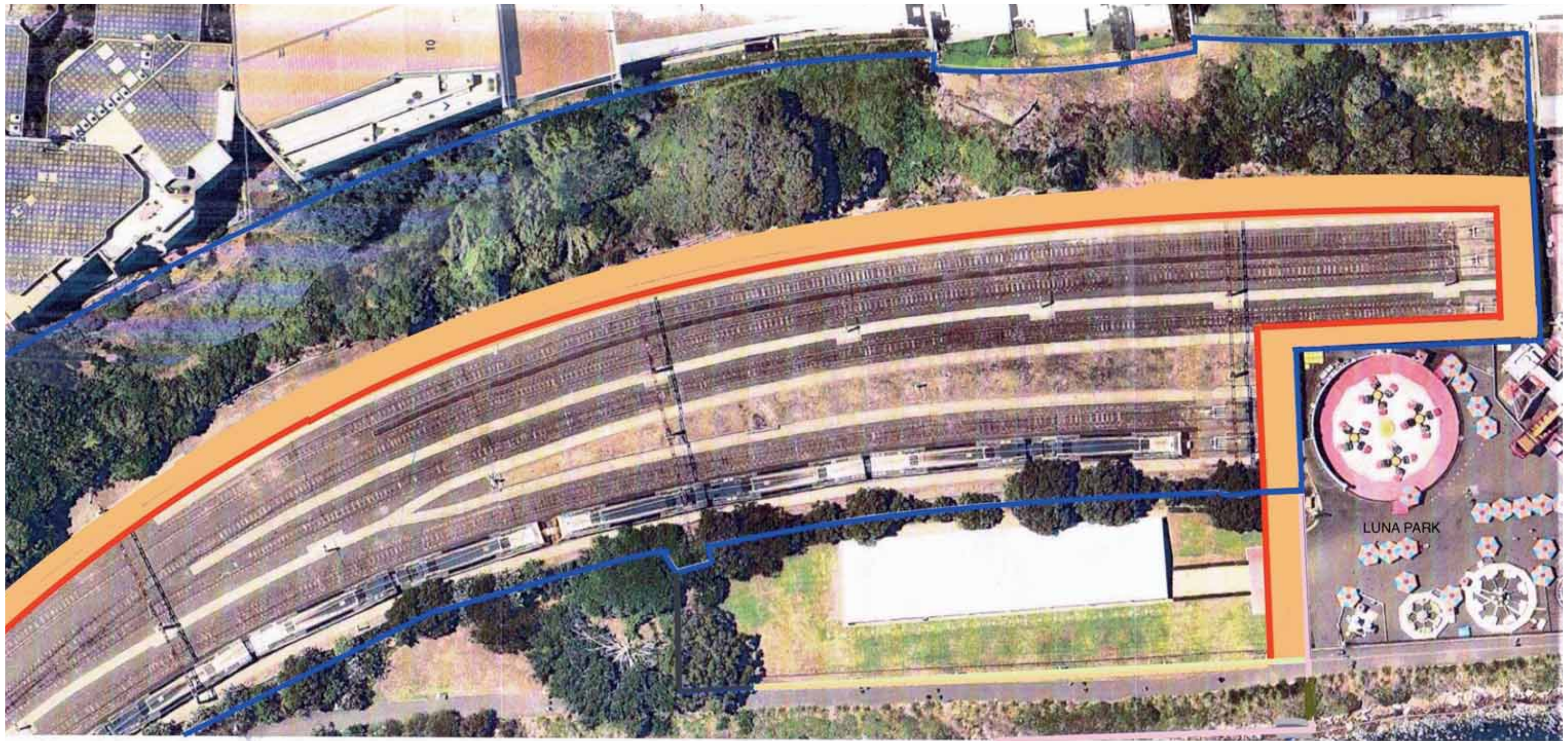








LANDSCAPED AREA  PAVED WALKWAY  FENCE 
NEW STANCHION  5802 OLD STANCHION  BOUNDARY 

SYDNEY HARBOUR HIGHLINE

FEBRUARY 2018

PLAN 6



LANDSCAPED AREA  PAVED WALKWAY  FENCE 
 NEW STANCHION  5802 OLD STANCHION  BOUNDARY 

0 10m 20 30 40 50

FEBRUARY 2018

SYDNEY HARBOUR HIGHLINE

PLAN 7



SOUTH END PERSPECTIVE

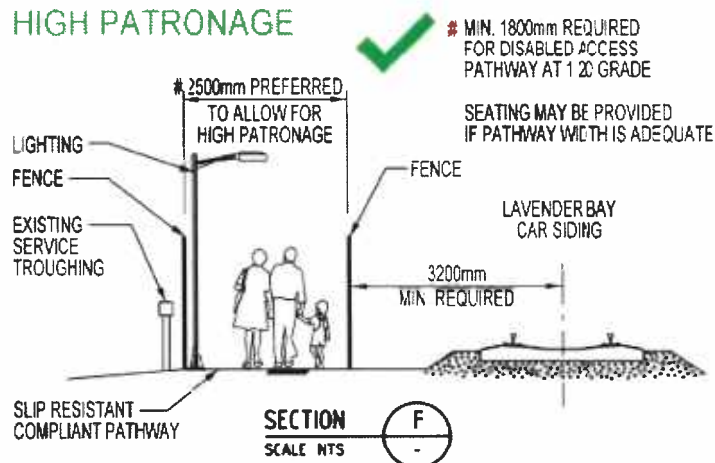
REPORT
from
SYDNEY TRAINS

Basically we have two compliant footpath widths

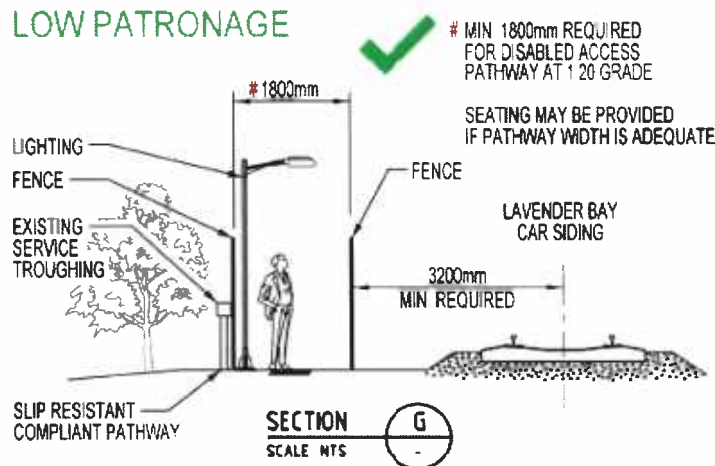
1. High Patronage usage – Minimum 2500mm clearance to allow for Disabled Access
2. Low Patronage usage – Minimum 1800mm clearance to allow for Disabled Access

Any footpath widths less than 1800mm is NON Compliant.

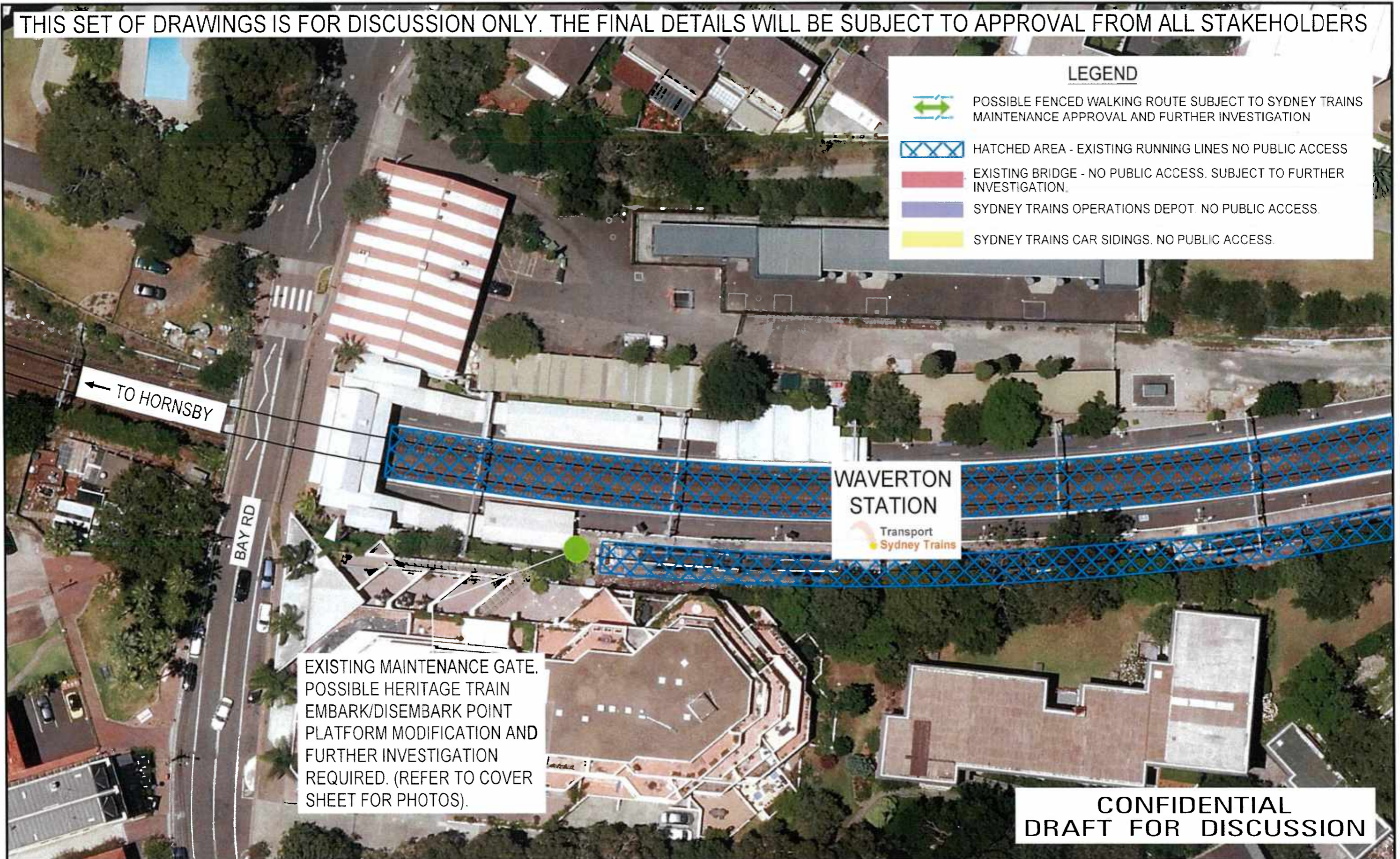
HIGH PATRONAGE



LOW PATRONAGE








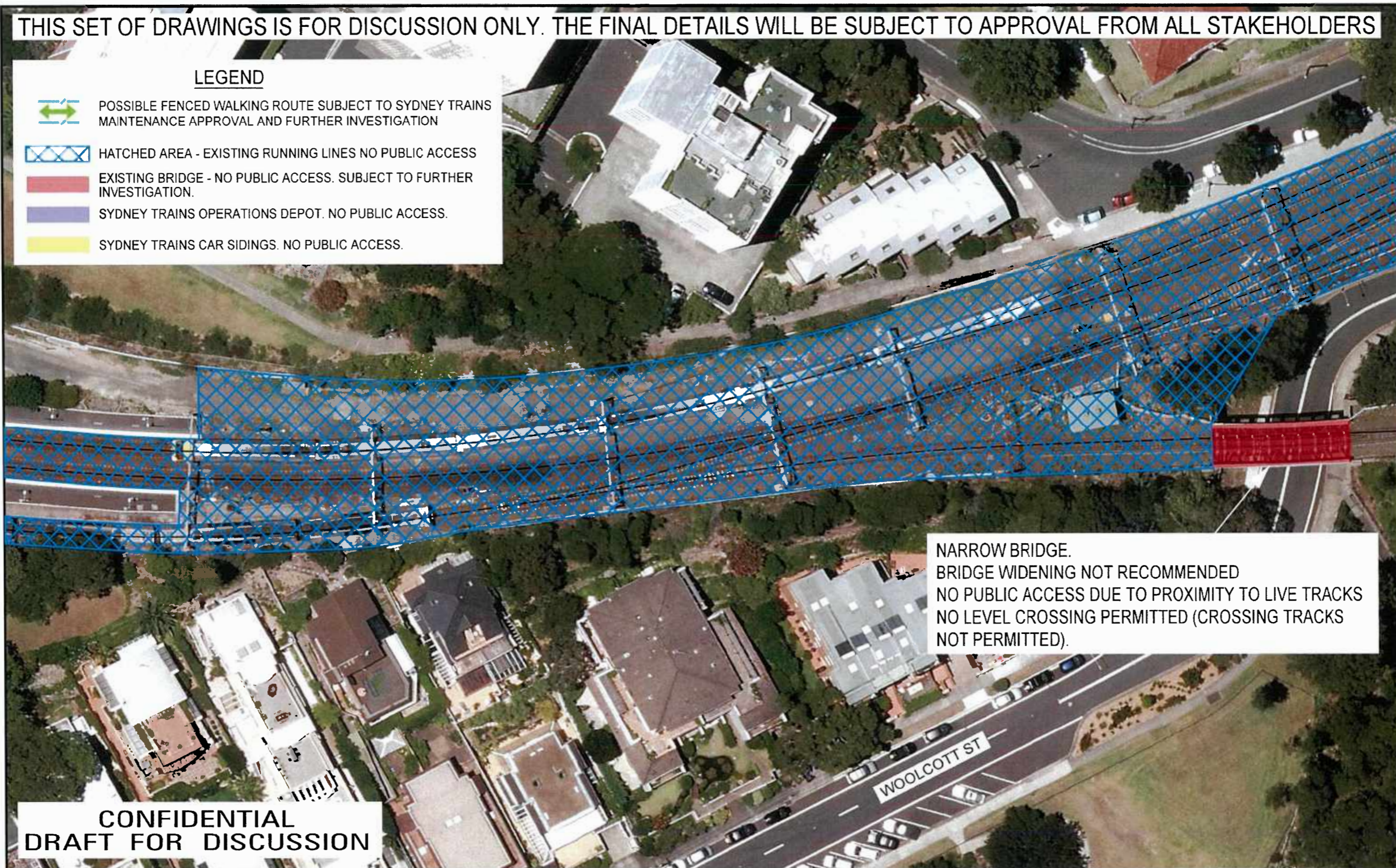
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LEGEND

-  POSSIBLE FENCED WALKING ROUTE SUBJECT TO SYDNEY TRAINS MAINTENANCE APPROVAL AND FURTHER INVESTIGATION
-  HATCHED AREA - EXISTING RUNNING LINES NO PUBLIC ACCESS
-  EXISTING BRIDGE - NO PUBLIC ACCESS. SUBJECT TO FURTHER INVESTIGATION.
-  SYDNEY TRAINS OPERATIONS DEPOT. NO PUBLIC ACCESS.
-  SYDNEY TRAINS CAR SIDINGS. NO PUBLIC ACCESS.



NARROW BRIDGE.
BRIDGE WIDENING NOT RECOMMENDED
NO PUBLIC ACCESS DUE TO PROXIMITY TO LIVE TRACKS
NO LEVEL CROSSING PERMITTED (CROSSING TRACKS NOT PERMITTED).

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0m 10m 20m 30m 40m 50m

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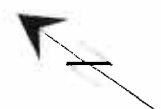
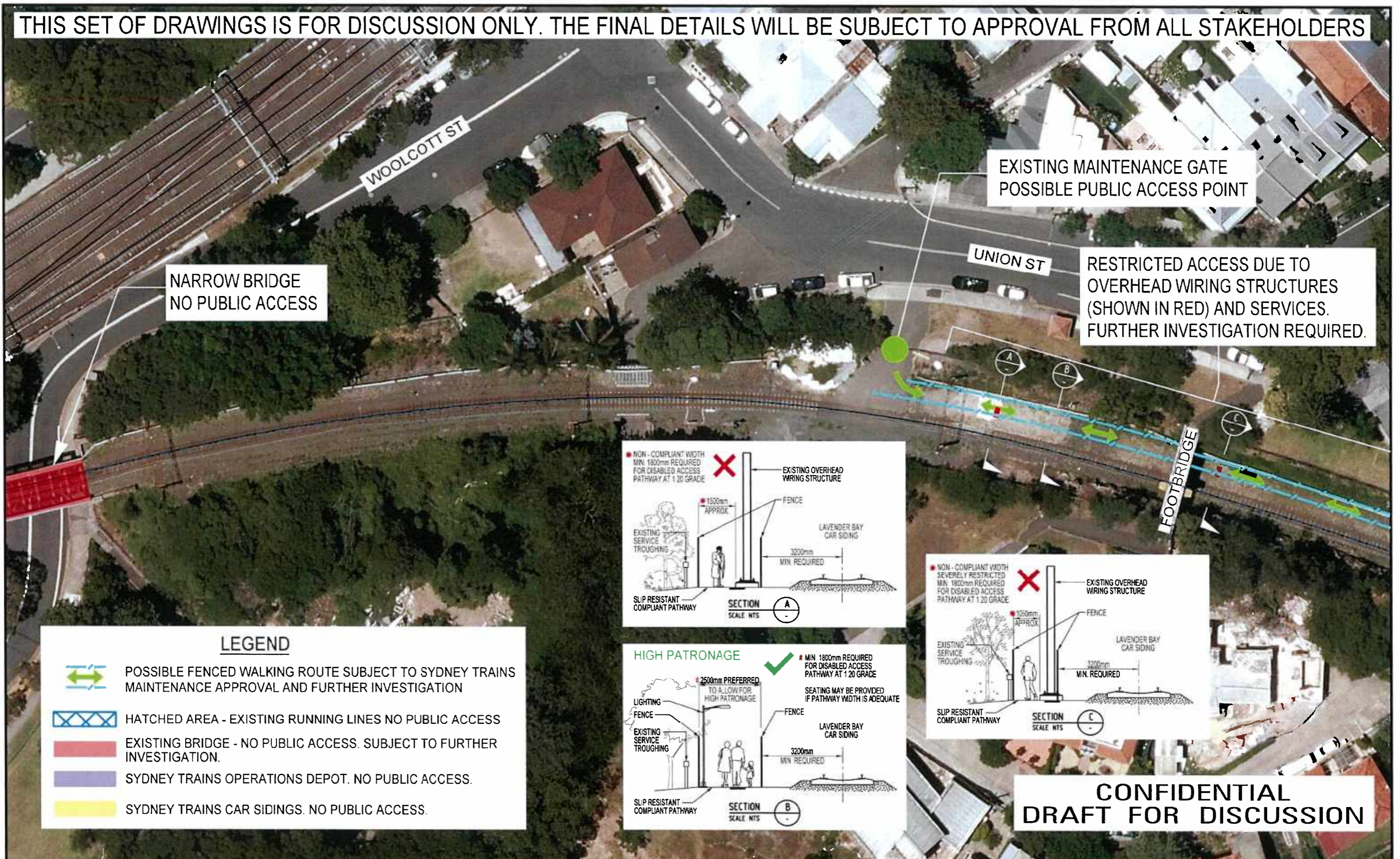
**WAVERTON TO LAVENDER BAY
SHEET 2 OF 11**

A3

DATE: 15/08/2017

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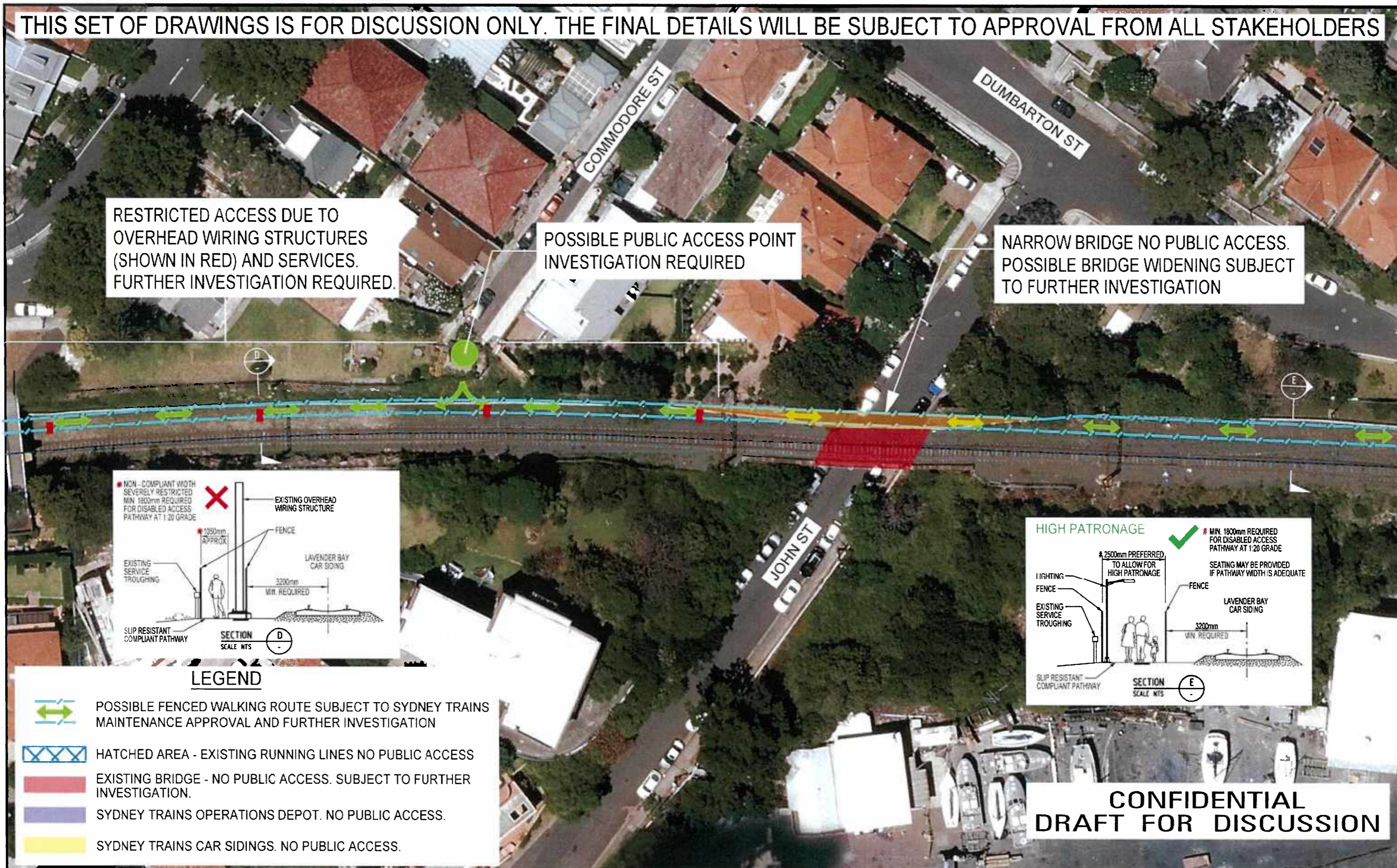
WAVERTON TO LAVENDER BAY
SHEET 3 OF 11

A3

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WAVERTON TO LAVENDER BAY
SHEET 4 OF 11

A3

DATE: 15/08/2017

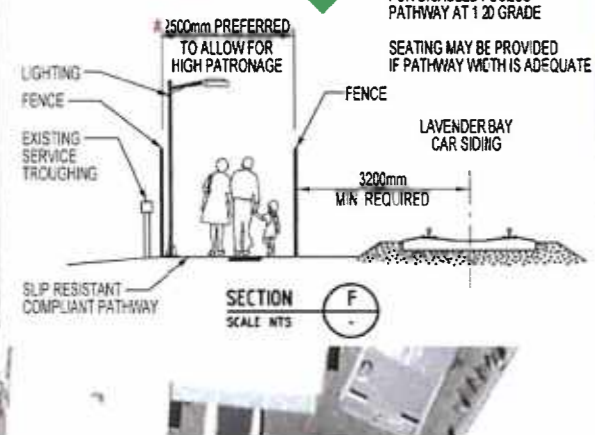
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EXISTING MAINTENANCE GATE
POSSIBLE PUBLIC ACCESS POINT

DUMBARTON ST

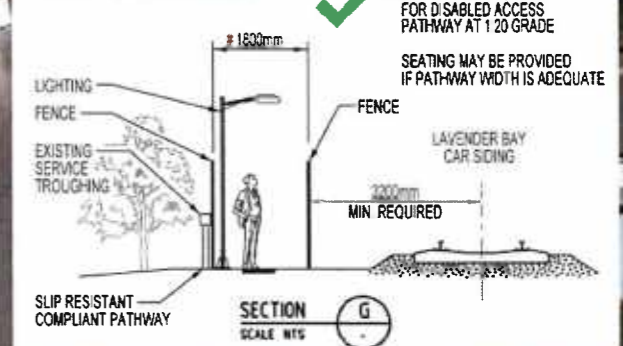
HIGH PATRONAGE



LEGEND

- POSSIBLE FENCED WALKING ROUTE SUBJECT TO SYDNEY TRAINS MAINTENANCE APPROVAL AND FURTHER INVESTIGATION
- HATCHED AREA - EXISTING RUNNING LINES NO PUBLIC ACCESS
- EXISTING BRIDGE - NO PUBLIC ACCESS. SUBJECT TO FURTHER INVESTIGATION.
- SYDNEY TRAINS OPERATIONS DEPOT. NO PUBLIC ACCESS.
- SYDNEY TRAINS CAR SIDINGS. NO PUBLIC ACCESS.

LOW PATRONAGE



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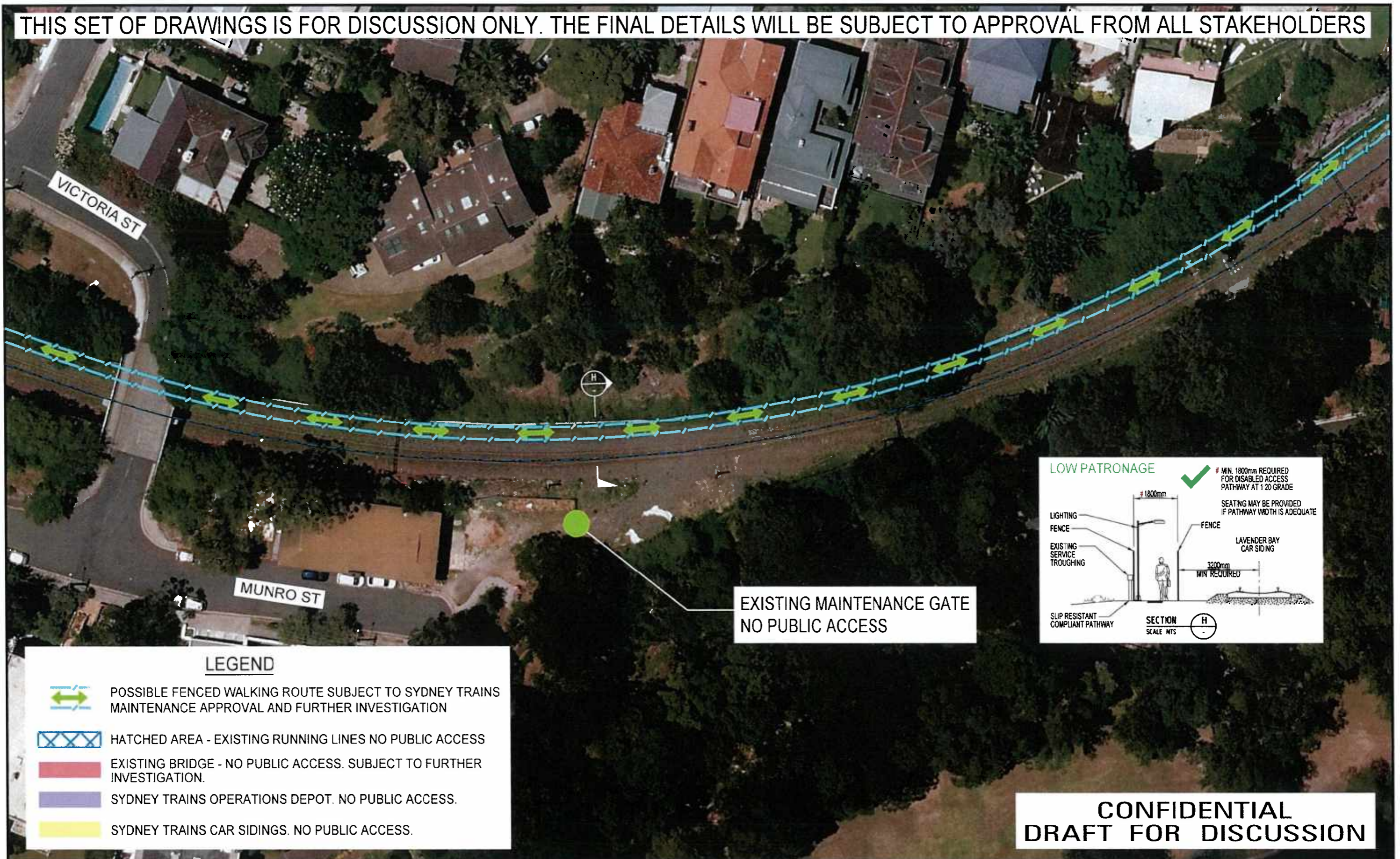
WAVERTON TO LAVENDER BAY
SHEET 5 OF 11

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SHEET 6 OF 11**

DATE: 15/08/2017 SCALE: 1:500

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POSSIBLE ENTRY/EXIT POINT AND ACCESSIBLE RAMP AT CUTTING SUBJECT TO FURTHER INVESTIGATION. STREET ACCESS AT TUNNEL PORTAL NOT RECOMMENDED DUE TO STEEP GRADE.

TUNNEL ENTRANCE. ACCESS NOT RECOMMENDED DUE TO THE FOLLOWING ISSUES:
SAFETY
SECURITY
AIR QUALITY CONTROLS
EMERGENCY ACCESS
LIGHTING
DRAINAGE
POTENTIAL ANTI SOCIAL BEHAVIOR

EXISTING MAINTENANCE GATE

POSSIBLE CONTAMINATION IN HATCHED AREA. FURTHER INVESTIGATION REQUIRED.

LEGEND



POSSIBLE FENCED WALKING ROUTE SUBJECT TO SYDNEY TRAINS MAINTENANCE APPROVAL AND FURTHER INVESTIGATION



HATCHED AREA - EXISTING RUNNING LINES NO PUBLIC ACCESS



EXISTING BRIDGE - NO PUBLIC ACCESS. SUBJECT TO FURTHER INVESTIGATION.



SYDNEY TRAINS OPERATIONS DEPOT. NO PUBLIC ACCESS.



SYDNEY TRAINS CAR SIDINGS. NO PUBLIC ACCESS.

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TITLE:

**WAVERTON TO LAVENDER BAY
SHEET 7 OF 11**






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-  SYDNEY TRAINS CAR SIDINGS. NO PUBLIC ACCESS.

TUNNEL ENTRANCE. ACCESS SUBJECT TO FURTHER INVESTIGATION REGARDING:
SECURITY
AIR QUALITY CONTROLS
EMERGENCY ACCESS
LIGHTING
DRAINAGE
POTENTIAL ANTI SOCIAL BEHAVIOR

STREET ACCESS AT TUNNEL PORTAL NOT RECOMMENDED DUE TO STEEP GRADE.

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**WAVERTON TO LAVENDER BAY
SHEET 8 OF 11**






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-  SYDNEY TRAINS CAR SIDINGS. NO PUBLIC ACCESS.

EXISTING MAINTENANCE GATE TO
SYDNEY TRAINS OPERATIONS DEPOT.
POSSIBLE PUBLIC ACCESS POINT

EXISTING MAINTENANCE GATE
POSSIBLE PUBLIC ACCESS POINT

SYDNEY TRAINS
OPERATIONS DEPOT.
NO PUBLIC ACCESS
IN SHADED AREA.

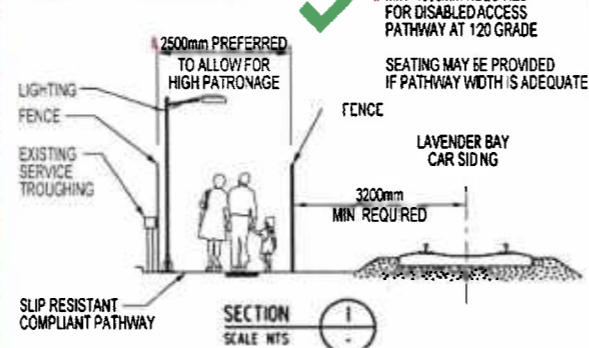
LAVENDER CRES

PEDESTRIAN
UNDERPASS

RAILWAY VIADUCT

RAILWAY AVE

HIGH PATRONAGE



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TITLE:

WAVERTON TO LAVENDER BAY
SHEET 9 OF 11





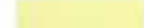
A3

DATE: 15/08/2017

SCALE: 1:500

THIS SET OF DRAWINGS IS FOR DISCUSSION ONLY. THE FINAL DETAILS WILL BE SUBJECT TO APPROVAL FROM ALL STAKEHOLDERS

LEGEND

-  POSSIBLE FENCED WALKING ROUTE SUBJECT TO SYDNEY TRAINS MAINTENANCE APPROVAL AND FURTHER INVESTIGATION
-  HATCHED AREA - EXISTING RUNNING LINES NO PUBLIC ACCESS
-  EXISTING BRIDGE - NO PUBLIC ACCESS. SUBJECT TO FURTHER INVESTIGATION.
-  SYDNEY TRAINS OPERATIONS DEPOT. NO PUBLIC ACCESS.
-  SYDNEY TRAINS CAR SIDINGS. NO PUBLIC ACCESS.

WENDY'S SECRET GARDEN

SYDNEY TRAINS
OPERATIONS DEPOT.
NO PUBLIC ACCESS
IN SHADED AREA.

PUBLIC PATHWAY

SYDNEY TRAINS
LAVENDER BAY
CAR SIDINGS YARD.
NO PUBLIC ACCESS
IN SHADED AREA.

**CONFIDENTIAL
DRAFT FOR DISCUSSION**



0m 10m 20m 30m 40m 50m

NOTES:

Data shown here may not have been field verified.

Do not use for operational purposes without checking against a controlled document.

Please contact the issuer for further clarification.



TITLE:

**WAVERTON TO LAVENDER BAY
SHEET 10 OF 11**






A3

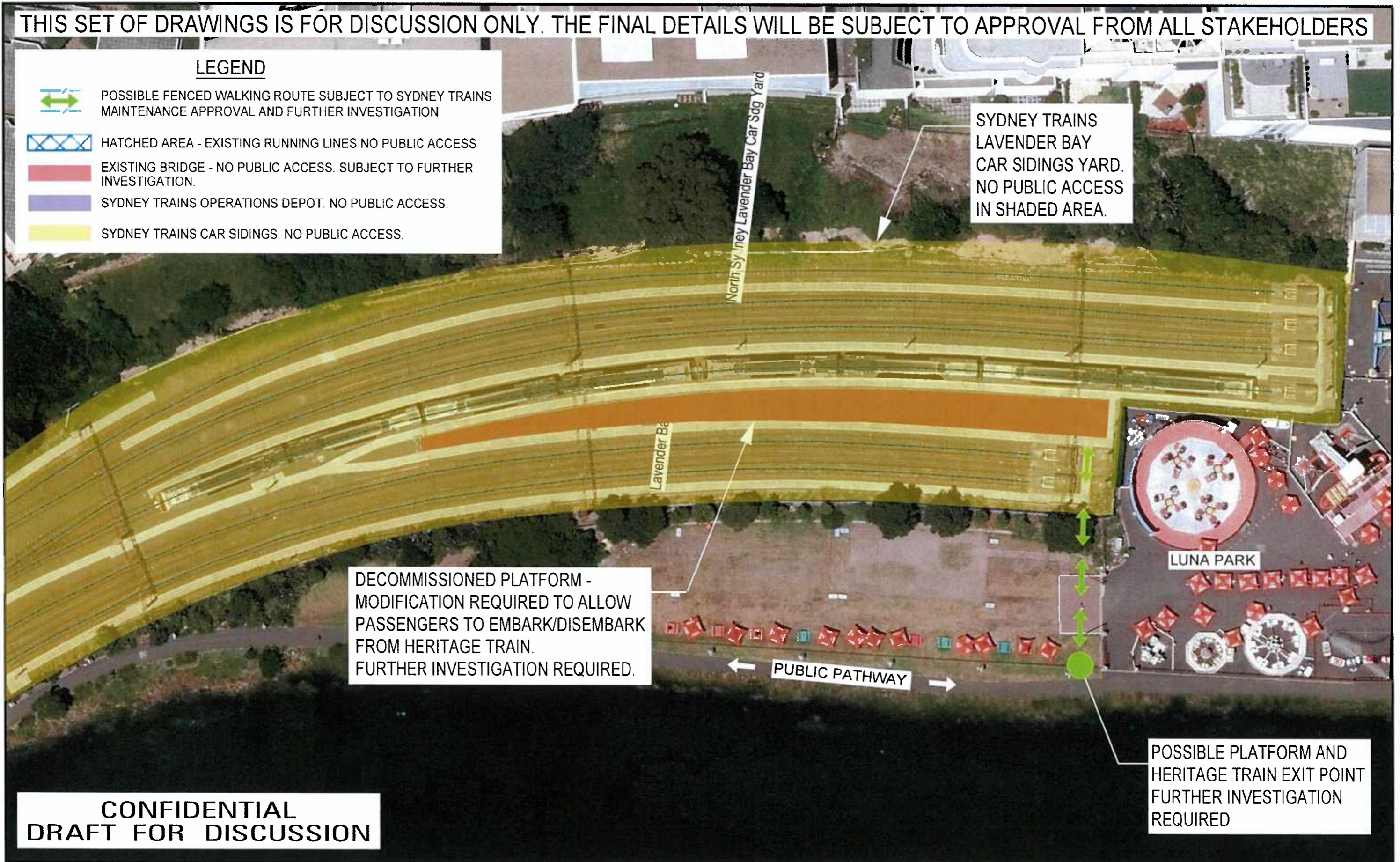
DATE: 15/08/2017

SCALE: 1:500

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DRAFT FOR DISCUSSION**



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TITLE:

**WAVERTON TO LAVENDER BAY
SHEET 11 OF 11**

DATE: 15/08/2017

SCALE: 1:500

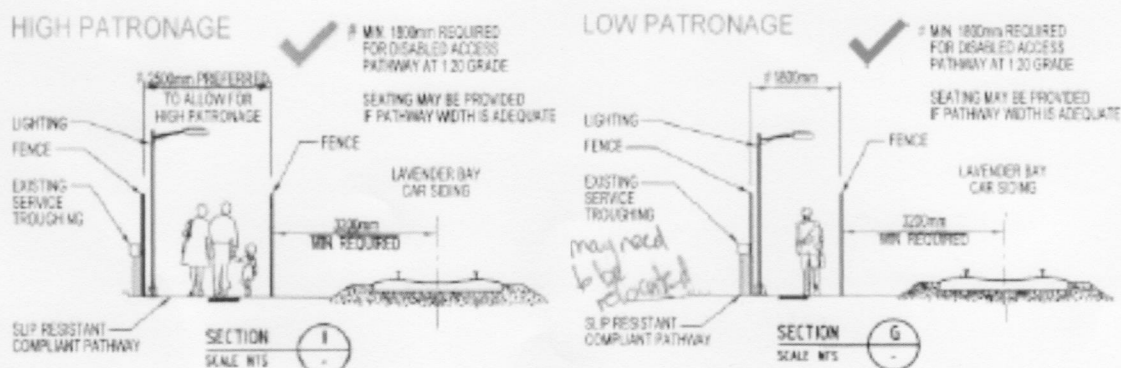
A3

Areas being investigated as possible options/stages for pedestrian walkway/s

Option 1: North Side Pathway

Reference 'Sheet 2' (extending to sheet 1 & 3 where possible)

Requirements, pathway as specified in your drawings, lockable, with lightweight pedestrian bridge and optional lighting (services etc to be relocated). Cost estimate required.

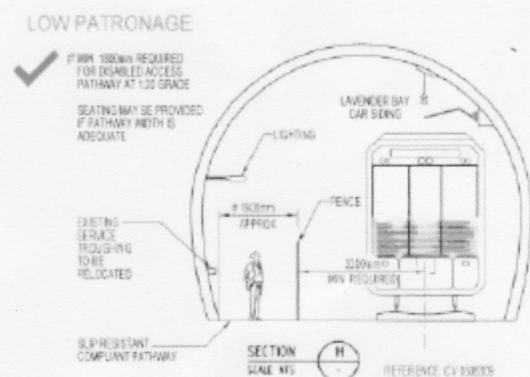


Option 2: Tunnel Walkway

Reference 'Sheets 3 & 4'

Requirements, pathway as specified in your drawings, lockable, with lighting and (services etc to be relocated) segregating the track with a pedestrian pathway. Cost estimate required.

Note: if option 2 is possible, an additional risk assessments etc will be required to ensure adequate ventilation, security and any other safety concerns are appropriately addressed.



Option 3: South Side Pathway

Reference 'Sheet 10'

Requirements, shared access pathway from street to Wendy's Secret Garden, lockable, with optional lighting if not currently available. Cost estimate required.

Option 3a: South Side Pathway

Reference 'Sheet 10'

Requirements, a dedicated pathway (hatched area) from street to Wendy's Secret Garden, lockable, with optional lighting if not currently available eliminating the need for stairs. Cost estimate required.

Option 4: North Side Platform & Access Pathway

Reference 'Sheet 11'

Requirements, island platform over existing platform footings (possibly heritage), connected to an accessible pathway/ramp, lockable, and connecting to the public pedestrian pathway. Cost estimate required.

