



Newsletter 18th October 2018

A briefing for Lavender Bay, Union and Waverton Precincts will be held at 7pm to 7.45pm on Thursday 25th October 2018 at the Community Hall, McMahons Point. The current video and power point presentation will be shown together with an update on the current activities of the Lavender Bay Rail Line Committee.

All Precinct members and SHHL members are invited.

Please refer to our last Newsletter of 7th October 2018.

The Committee meeting was held on 12th October 2018 at the offices of Mr Howard Collins the Chief Executive of Sydney Trains. Joan Street took extensive notes at the meeting and the following is an accurate summary of that meeting. Additional comments are bracketed in red.

Lavender Bay Rail Committee

12th October 2018

Attendees

Howard Collins, Sydney Trains

Rino Matarrazo, Sydney Trains

Felicity Wilson, Member for North Shore

Troy Wilkie, Electorate Officer

Sarah-Jane Brazil, Office of Environment and Heritage (1st meeting, in place of Tim Smith, Director of Heritage Operations)

Ian Grey, Waverton Precinct, representing Iain Bartholomew

David Bowman, Sydney Harbour HighLine Association

Joan Street, Lavender Bay Precinct

Apologies

Trent Zimmerman, Member for North Shore

David Bennett, Sydney Heritage Trains

Julie Turpie, Destination NSW

Jilly Gibson, Mayor, NSC

Update from Rino

- Originally 4 staging options
- Reality now is 2 stages, Stage 1 (Original options 1 to 3) Union Street to Wendys Secret Garden and Stage 2 Wendys Secret Garden to Luna Park (Original option 4).
- 2 stages now accepted by all.
- Stage 2 - Wendys Secret Garden to Luna Park
 - Resurrect Platform
 - Might involve purchase of land from Luna Park for access
 - Met with David and Joan on 16th July and shared costings (*but would not provide a written copy of the figures*) from Sydney Trains Proposal etc. Happy to sit down again and discuss further.

Howard Collins

- Sydney Trains in its costing has complied with standards required of Sydney Trains.
- We have tried to be realistic.
- We haven't invented the costs.
- P30/P50 pricing is a starting point. (*Need to ascertain exactly what these standards are*)

David

- SHHL needs to know what we are missing in our estimates (*SHHL engaged a Quantity Surveyor in May 2018 to provide estimated costs based on the information available from Sydney Trains, from measurements taken and consultants reports*)
- Is there an authority for source information?
- To whom do we submit applications for code concessions?

Fencing was discussed as an example

- David said fencing on a rail siding doesn't need to be the same as fencing on a mainline. (*The volume of train traffic on the line and the slow speed at which it travels suggests that the level of requirements for separation between pedestrians and trains should be considered*)
- Rino advised that is correct and 3 types of fencing were provided in the costings
- Howard advised that ST does not stick rigidly to the code. The construction of the fence was critical and must have several features e.g. provide safety, be graffiti proof etc (*David has previously proposed to Howard that as there are no safety measures on any station in Sydney between passengers on stations and fast moving trains why should the proposed fencing be of a standard of security greater than currently existing along the Dumbarton St section of the rail corridor*)
- Felicity and all agreed that the aesthetics of the fencing was critical as it must provide the best possible views to the Harbour.

Tunnel lighting

- David advised the SHHL had done a lot of work with lighting specialists
- As the trains would be travelling slowly through the tunnel, there would not be the same danger of strobe lighting as in other main tunnels e.g. the Lane Cove tunnel
- Howard advised the lighting need not be “gold plated”. Current lighting technology provided lots of options e.g. LED lighting, downward lighting etc. The issue needs to be analysed so an appropriate lighting solution would be provided.
- Rino echoed this sentiment by advising a risk assessment was required to ensure appropriate lighting for trains and the walkway were provided. *(David has requested of Rino on several occasions a recommendation on what level of lighting, design and standard is required by Sydney Trains. No response has been provided except that it must be appropriate and tested)*

Costs - Howard

- Howard again added that ST will compromise where it can. ST will always look to ensure that costs are reasonable. ST understands the minimum standards but will compromise where appropriate.
- Howard is keen to make this happen
- Keen to work together to understand the costings
- It all comes down to funding

Felicity – Contamination and remediation

- Felicity believe this needs to be a line item in the costings
- Rino advised ST are aware of the areas which are contaminated, and this has been included in the costings.
- David queried where the contamination had been identified and Rino advised at French Street. *(This is the elevated area on French St which is currently fenced and is not contiguous with the proposed walkway and not even on the same side of the line)*
- Howard advised, even though contamination and remediation have been allowed for in the costings, in his experience the actual costs of remediation are usually higher rather than lower than estimated.

Felicity – Interpretation, signage, heritage overlay etc

- Felicity wants integration with the community to be considered in the Proposal
- David suggested this was not required at this stage and could come later. It appeared that they wanted to design the letterbox before the house.
- Felicity, Howard, Rino and Sarah Jane strongly disagreed with David
- Sarah Jane believes that a heritage overlay is fundamental to the overall design and is core to the success of the project. Felicity, Howard and Rino agreed.
- Sarah Jane advised that heritage design goes across various agencies.

- Howard advised the Ultimo project was a good example of how consideration of heritage issues had worked well.
- (Tim Smith Director of the Office for Environment and Heritage was the appointed representative on this Committee. Tim has only attended meetings on a couple of occasions. David spoke with Tim last year and Tim advised he felt that his Office did not have any direct interests nor concerns with the project. Their role was more related to wider community heritage matters and as the walkway did not impinge on any heritage areas there should be no concern from his office. Sarah Jane Brazil who attended for the first time appeared to believe otherwise)

David – kite flying

- David advised that the SHHL had conducted 3 Presentations to NSC
- NSC might hold the Head Lease
- With such an arrangement, is there potential for involvement of private enterprise e.g. in the tunnel
- Howard responded that he was unsure. He recognised the potential, but the walkway was not self-contained. It was next to an operating railway.

Felicity – outcome of meeting with the Minister for Transport –

The Minister has asked for a Proposal

- The Committee now needs to finalise its work and SHHL Association is best placed to prepare the Proposal (*None of the other members of the Committee were interested in preparing the Proposal*)
- The goal is to bring everything together
- The Proposal needs to be a well-presented winning Proposal
- The Proposal needs to provide information on consultation with Sydney Trains, other relevant agencies including Heritage Council, Destination NSW etc. i.e. illustrate support from all relevant stakeholders
- Present the benefits
 - tourism
 - connectivity – links Lady Macquarie’s Chair, Opera House, Harbour Bridge, Olympic Pool, Luna Park, Wendys Secret Garden, other parks, the coal loader etc
 - expands green open space
 - a new Sydney icon in terms of a new experience
 - talk about what is happening around the harbour.
- David and Joan asked if there was a proforma or if Felicity could recommend someone with the relevant knowledge to prepare the Proposal. Felicity said “No” – in her experience material from the SHHL is of high quality and appropriate.

(As no other Department nor Felicity's office agreed to prepare and submit the Proposal to the Minister David confirmed that the SHHL would do so providing it had the assistance of the representatives to source the information required, which has largely been completed already by Sydney Trains and SHHL. Letters of support would be required from the various Government Departments represented on the Committee)

- *Rino and Sarah Jane said they would meet with SHHL (when we had appointed a relevant person to prepare the Proposal) and assist with provision of information. (The SHHL has secured a party who will prepare the proposal.)*

State and Federal Funding

- *Felicity referred to the upcoming election in the sense it was timely to seek funds*
- *Felicity advised she did not want to write-off the possibility of Federal funding – perhaps a State/Federal split of 75%/25%.*
- *She advised a joint State/Federal funding proposal would be more effective with the NSW Premier.*

Howard – overall ST timescale

- *Howard advised the line would be required for operational purposes until the completion of the Metro in 2024 – after that, it might be a different scenario. (The rail corridor will be used by Sydney Trains in conjunction with the Highline walkway at least until 2024)*

Next steps for SHHL

- Source a suitable person to write the Proposal – maybe also a second person to vet/conform (Now confirmed)*
- Meet with Rino and Sarah Jane*
- Complete Proposal*
- Run it past Felicity? Howard?*
- Present Proposal in person to Minister Constance*

The impressions we have from Friday's meeting are that:

1. The Committee has completed what the Premier and Felicity Wilson said they would do in March 2017 being that '..... the NSW Government will establish a committee to investigate creating a scenic walking track along this unique stretch of railway land.'
2. The Committee has now left it for the SHHL Association to compile and approach Government with a funding Proposal.
3. To expedite matters since last Friday's meeting we have:
 - (a) Written to Howard asking for advice on several matters.
 - (b) Written to Rino requesting a meeting to obtain the Sydney Trains detailed costing report.

(c) Spoken to Julie Turpie at Destination NSW. Julie requires a copy of minutes from last week's meeting before responding to the request for written support of the project.

Called and left messages for:

(d) Tim Smith at Heritage.

(e) Ken Gouldthorpe at North Sydney Council.

(f) David Bennett at Transport Heritage.

(g) Written to Felicity Wilson's office requesting a copy of correspondence between her office and the Ministers prior to and since her meeting on 28th August 2018. The Minister's letter to Felicity Wilson has now been received.

David Bowman



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