

## Newsletter 17<sup>th</sup> March 2019

### 1. Background

When we last wrote to members on 24 January 2019 the Mosman Daily was in the process of organising a photo shoot on the rail line with Mr Andrew Constance MP, Minister for Transport and Infrastructure. Despite repeated attempts that event has not taken place. Nor have we received any acknowledgement from the offices of the Premier or the Minister for Transport and Infrastructure of our Report submitted on 12 December 2019. We wrote to them on:

- [4 February 2019](#); and
- on [13 March 2019](#).

To date no response. This is a gross discourtesy to the community.

On [11<sup>th</sup> March 2019](#) we wrote to the Editor of the Mosman Daily however the letter was not published last week.

### 2. Meeting with Howard Collins

On 8 March Ian Mutton and I met with Howard Collins Chief Executive of Sydney Trains to discuss Sydney Trains' (ST) future plans for use of the rail line. Mr Collins, whose representative was a member of the HighLine Planning Committee, reiterated his support for the project and confirmed the following:

1. ST will require use of the rail corridor for the next 7-10 years.
2. The frequency of use of the corridor will increase over the next few years due to work on the Metro and TI line.
3. ST's use of the corridor will not prevent construction of the walking trail providing it meets the design constraints to comply with safety issues. ST has agreed that while the corridor continues to be used for trains the walking pathway may be constructed and used in conjunction with ST.
4. Although it was envisaged 18 months ago that some of the heritage trains currently located at Eveleigh may be moved onto the corridor and located in shedding at the eastern end of the line, with the move of those heritage trains to Chullora in the next few years, storage will not be required at Lavender Bay. Feature trips promoted by Transport Heritage along the line by the Red Rattler will continue infrequently as has been the case for the last few years. ST intends to reinstate the original Lavender Bay platform to allow passengers to embark and disembark at this location.

5. ST will continue to work with the Sydney Harbour HighLine association (SHHL) to refine designs and costings pending financing of the project.
6. Once ST's use of the rail corridor ceases in 7-10 years, ST intends to modify the platform at Waverton Station to allow passengers to embark and disembark from the heritage trains.

### 3. Clarifications for local objector

Some residents in McMahons Point have recently received a mail box drop from an unidentified source that is in opposition to the HighLine. There are statements in that flyer that are incorrect or indicate the writer does not fully understand the project. To assist our members we address those issues below.

The Flyer states in italics and our responses are in bold:

*We broadly support*

- *Low impact conversion to parkland, cycle path, walkway and public space with direct connection to harbour foreshore and parks.*

**The SHHL walkway provides a link between the eastern parklands with those to the west. It utilises a corridor that is presently used for trains and in doing so will provide the community with connections to several existing discrete parks i.e. it will provide “*parkland, walkway and public space with direct connection to harbour foreshore and parks*”.**

**In addition, the SHHL walkway will provide ease of access to the North Sydney Olympic Pool for those living on the western side of the tunnel and ease of access to the Coal Loader for those living on the eastern end of the tunnel.**

**The current plan does not contemplate a cycle path. However, if the community wishes to include a cycle path now, then this could only be accommodated by use of RailCorp land presently “occupied” by properties in Queens Av and by properties between Union Street and Dumbarton Street. The extent of ST's (RailCorp) land is shown on the [attached plans](#) – the blue line marks the boundary.**

*We object to the current proposal*

- *A heritage train line for tourists is not public space for the community*

**See '4' above.**

- *The narrow fence enclosed walkway has no direct access to parks (SHHL exits /entrances are proposed at Dumbarton and Union Streets only)*

**The design and location of the pathway must meet statutory requirements relating to width and separation from the rail line. Between Union Street and Dumbarton Street ([Plans 1 and 2](#)) and along Queens Avenue ([Plan 4](#)) there is the option of increasing the width of the walking path as ST (RailCorp) owns significant portions of land that some current residents ‘occupy’ under short-term lease arrangements. In our designs to date, following consultation with residents, we have included a small portion of this land at the rear of some Queens Ave properties to widen the pathway. However, the current plan does not encroach on the backyards of properties facing the line between Union Street and Dumbarton Street even though parts of these backyards are owned by ST (RailCorp). The width of the walkway may be increased significantly by greater use of these backyards.**

**Due to ST’s restrictions, pedestrians cannot cross the rail line from north to south. Gateways for Stage 1 are provided along the rail corridor at Wendy’s Garden, Lavender Crescent, Dumbarton Street and Union Street. The gateways at Lavender Crescent and Wendy’s Garden provide access to the Lavender Bay Parklands comprising Wendys Garden, Watt Park, Quibaree Park, Clarke Park and to the harbourside boardwalk leading to the North Sydney Pool and to the Harbour Bridge. The access point at Dumbarton Street allows pedestrians to visit Sawmillers Reserve while the access point at Union Street allows pedestrians to continue walking to the western parks including Balls Head and the Coal Loader and to Waverton Station.**

**When ST cease to use the corridor, additional access points will be provided at Waverton Station (See “6” above) and Lavender Bay (See “4” above)**

- *No links to public transport or local businesses (no direct connection to Waverton Station)*

**The eastern end of the walking trail links, via the Lavender Bay boardwalk, to Milsons Point ferry and Milsons Point Station. The western end has a bus service at Union Street and is an easy walk to Waverton Station.**

**As noted above, while the corridor is being used jointly as a rail line and walkway, it is not possible for safety reasons to continue the walking trail through to Waverton Station. Once ST’s use of the line ceases in**

**approx. 10 years then the pedestrian link to Waverton Station and to the Lavender Bay platform may be completed.**

**We do not understand the reference to local businesses.**

- HighLine branding transforming quiet residential streets into a high-profile tourist destination.

**We live in an urban environment. Presently there is massive development taking place on the lower North Shore. Green spaces are a vital component of liveable and resilient cities. In North Sydney we have several discrete parklands to which the ratepayers in North Sydney should have ready access. There is no better way to make these parklands more accessible to the community than to evolve the rail line into a walking trail linking these parklands and facilities such as the Coal Loader and the North Sydney Pool. The walking trail will provide a positive social, environmental and recreational experience for everyone.**

#### **4. Ongoing assistance – Social Media and Publicity**

The Association requires assistance from time to time in managing social media. If you have first-hand experience in handling social media such as Facebook, Instagram, etc and you have time available, please contact Joan Street, email [joan@sydneyharbourhighline.org.au](mailto:joan@sydneyharbourhighline.org.au) or mobile 0412 007 696.

In addition, we require assistance with publicity. If you have first-hand experience of dealing with all areas of media and you have time available, please contact David Bowman, email [david@sydneyharbourhighline.org.au](mailto:david@sydneyharbourhighline.org.au) or mobile 0408 488 683.

We will continue to keep members fully advised of matters as they progress.

Thank you for your continued interest and support to date.

Regards



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Sydney Harbour High Line Association